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THE SPHERE

Vol. CLXXXV No. 2413 WITH WHICH IS INCORPORATED THE GRAPHIC APRIL 20 1946

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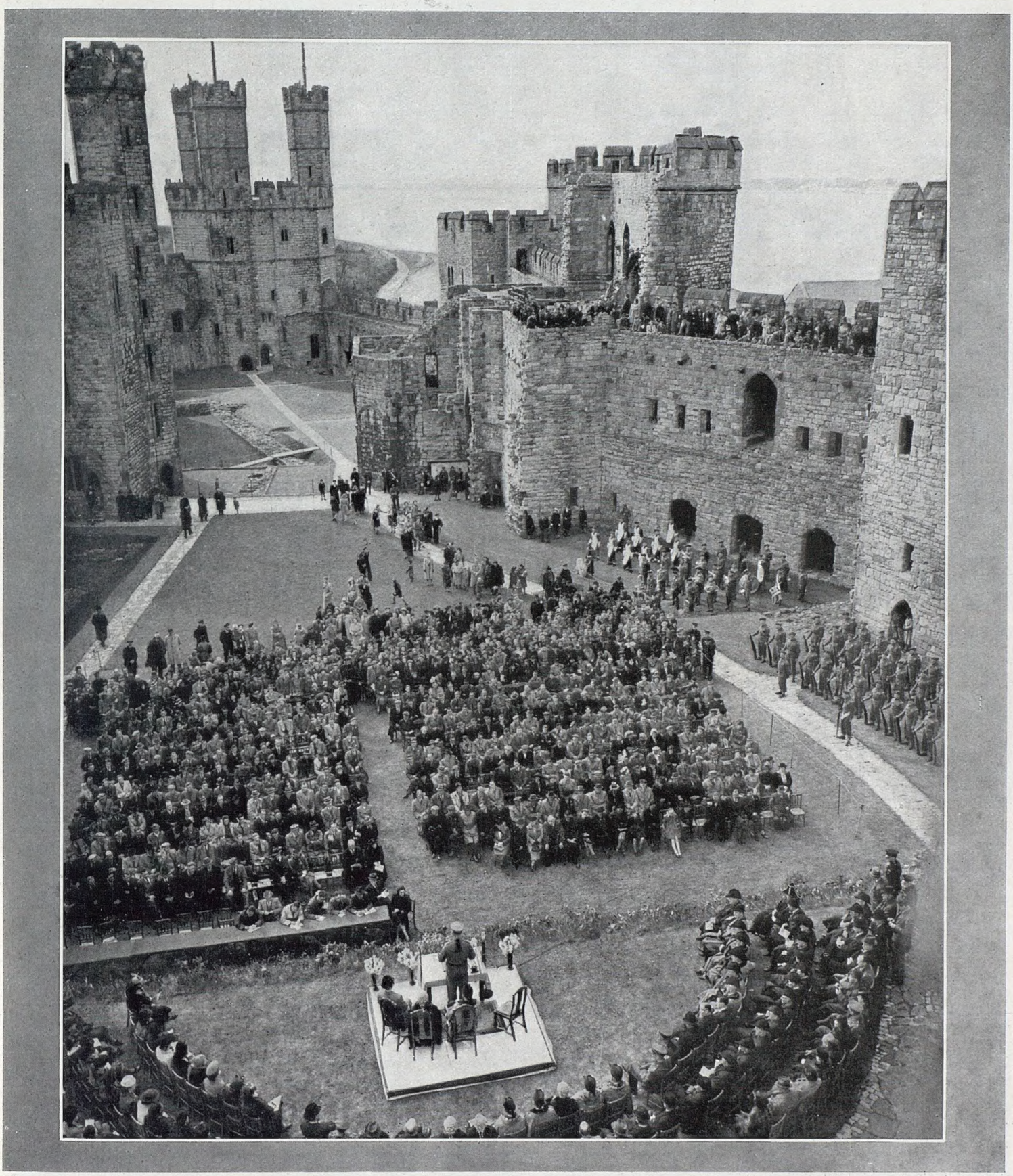

A TRIBUTE TO WELSH VALOUR—CAERNARVON CONFERS THE FREEDOM OF THE BOROUGH ON THE ROYAL WELCH FUSILIERS: Lieut.-Colonel F. Laugher, M.C., addressing the gathering in the castle grounds after his battalion had been honoured

The 6th Battalion of the Royal Welch Fusiliers was honoured by the town of Caernarvon last week, when the freedom of the borough was conferred upon them for their gallant services during the past 250 years. The streets of the old town were gaily decorated for the occasion, and there were thousands of spectators from all parts of Wales. The battalion, which is now stationed at Dusseldorf, was represented by a guard of honour and a colour party, which marched from the drill hall to the castle, where Lieut.-Colonel F. Laugher, M.C., the commanding officer, received the deed of freedom from the Mayor of Caernarvon. The deed gives the battalion the right to march through the town on all ceremonial occasions with drums beating, bands playing, colours flying and bayonets fixed. After the ceremony the troops marched through the town with the battalion goat, Taffy, leading the parade. The Royal Welch Fusiliers were raised in Wales in 1689 and have distinguished themselves on many fields. In 1702 they sailed with Marlborough to the Low Countries, and later in the same century took part in the American War of Independence. On June 15, during the Victory Week celebrations, the regiment is to receive the freedom of Wrexham, its depot town

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Dr. Dalton's Medicine.—

About seventy years ago, Queen Victoria, on the advice of Canon Prothero and with the approval of the Prince of Wales, selected John N. Dalton to be the Governor of the young princes, of whom one became King George V. A few years back I was concerned to probe into Mr. Dalton's secret heart, and I often wondered what his political views might be. The future is hid from all mortals. We cannot see two years ahead. When Mr. Dalton began to educate the princes at a tender age on conventional lines, landowners were pulling down their barns to build bigger, doubling the size of their mansions and acreages, and preparing for "battues" and hecatombs of pheasants. Permanence and security were in the air breathed by the "privileged" class, and great nobles were a buffer state between the Throne and the commonalty. Wentworth Woodhouse was not large enough: Bryanston, that vast white elephant, was not to be planned for two more (pregnant) decades! I wonder how the Queen would have acted as regards Canon Prothero's choice, had she foreseen that Mr. Dalton's son would give the final *coup de grâce* to large-scale landownership and doom the last country house to ruin or conversion to a museum or institution! That is what his new, graded death duties amount to; and the stage of transition is perfectly logical and (to-day) not unexpected. There is no doubt at all about Dr. Dalton's *Socialism*. It is 100 per cent. genuine. No doubt about his adroitness; party-politically, it is a very *clever* Budget; and, for all I know, a sound one, economically. In one sense also it comes as a pleasant surprise. We really are beginning to reduce "war" expenditure. We really seem to be approaching again the era of balanced budgets; and sooner than we thought possible. But first we must balance imports—and more. The nation must produce as never before, or go bankrupt. I will refer only to two more features. The freeing from death duties of estates up to £2,000 practically confines that tax to about 20 per cent. of existing estates. But the tax emasculates millionaire estates. The very generous fund set aside to buy for the nation beauty spots and amenities is an imaginative and welcome innovation. I feel a *hunch* that the Chancellor is his father's son, and that he acquired some of his politics in his nursery. And perhaps King George V's sympathetic handling of the first Labour Government owed something to his first Governor's teaching, slipped in between the lines of a conventional (and not very successful) syllabus of the "Three R's."

Peaceful Settlements—on Terms.—

How large still (and to-day) is the number of nations or their leaders, of sects, parties, and so on, who are perfectly willing to co-operate in a peaceful settlement of this or that, provided always they are first given their own way or accorded their slice of cake before the final divide. Stalin and Co. are in this category. So is Mr. Jinnah; so, rather more surprisingly, are some of the leaders of France. And there are others still nearer home. It does not always occur to these pre-conditioners that the peaceful negotiation and settlement to follow may, in the eyes of the other party, seem barren, sterile or futile if the cake has been already cut up. We will say no more now of Russia. And very little indeed of India, where so many important matters are *sub judice*. But Mr. Jinnah's uncompromising and inexorable demand for Pakistan does surely cut across the very heart of the issue, as for some time it has stood. The British triumvirate did not fly out to India avowedly to help Indians to settle the complicated details of creating two independent Indias. But, *pace* Mr. Jinnah, they must to-day realise that that is all which is offered them. And whither does that lead, in India or outside? Not to swift harmony, one must suppose. France's leaders are prepared to enter another *entente* with Britain, subject to preconditions. The Russian-French *entente* already in existence must henceforth take pride of place, but, subject to France getting her way over the Ruhr, Saar, etc., she would look into the question of another alliance of a loose kind (for defence purposes) with Britain. Upon my word! We, too, may feel in our humble way that *ententes* with *other* States may to-day seem more important and useful to Britain. The first *entente* was perhaps a little too loosely interpreted, once at least.

THE LATE VISCOUNT SOUTHWOOD OF FERNHURST: A distinguished political and public figure whose passing was announced last week

THE SPHERE records with deep regret the death of Lord Southwood, the chairman of Illustrated Newspapers Ltd., the group to which THE SPHERE belongs, and a notable figure in many walks of life. Lord Southwood's activities during the war were stupendous, and in addition to his many newspaper interests he was exceedingly active as chairman of the Red Cross Penny-a-Week Fund, which raised the immense sum of £17,000,000 in five years. In addition, Lord Southwood helped in raising many other large amounts for charity, particularly on behalf of the Hospital for Sick Children, in Great Ormond Street, of which he was chairman. During the latter part of the war Lord Southwood sat on the Front Bench in the House of Lords, frequently acting as Deputy Leader. In the last New Year's Honours List he was made a Viscount for his outstanding services to the community. Lord Southwood—J. S. Elias as he was then—began work at 5s. a week. He was an indefatigable worker, spending six full days a week at his office. Lord and Lady Southwood have no children, and the title is now extinct

"A Finger in Every Pie."—

Mr. Shinwell and other of his colleagues are very confident that Labour's rule will be long and undisputed. Many of his colleagues, male and female, find it difficult and unnecessary to conceal their sense of triumph and of confidence. Liberalism has been buried under a 100-ton monument (recording the virtues of Whiggism), and Conservatism is lying dead upstairs with no "Resurgam" hatchment over its portal. Socialism reigns for ever in Britain and must "have a finger in every pie." And true enough, "when the pie was opened, the birds *began* to sing." The promises of plums and currants were many and bright and big—and still are. And the labour and the costs of harvesting them fall in the first instance on the classes once termed "privileged" and "capitalist." But already the everlasting, eternally true maxim is making itself felt among all classes: "Whenever it come, whatever it be, howsoever long deferred and deserved, your fun must be paid for, your prize must be earned by labour and service. In human life, no bonus is ever distributed free." So constant and so inexorable is this truth that I am the less surprised to find, as I go among my neighbours, that Mr. Shinwell's confidence is *not* universally shared among the rank and file of the nation's new beneficiaries. Most of them already find themselves called on to pay in advance in cash; e.g., the "17s. a week" which the agricultural labourer earned in the early-Edwardian era bought more comforts than £4 buy to-day. Many, but not all, of them realise already how heavy are the drafts they must make every day and week on their reserves of time and energy, to deal with the inquisitions and restrictions and directives of their benevolent bureaucracy.

Resurget.—The village shopkeeper and small builder, the poor village nurse (no longer a minister of health but a full-time clerk and accountant), the miller, the farmer, the carrier . . . is it mere hypocrisy or mere ill-manners which leads them to bite the hand that feeds them, to curse the finger which investigates their every pie, to declare that, as they were freer, so they were far happier and more comfortable, in the bad old days of their fathers? They will not long be hoodwinked by statisticians. The purchasing power of the pound cries out louder than the assurances of cost-of-living statisticians, even if the propagandists of the ideals of State Socialism can longer conceal the catastrophe which the surrender of initiative and personal freedom is already bringing to the souls and character of this nation. No. Conservatism may be, deservedly, very moribund to-day; and Liberalism may lie rotting under a heavy monument, but I do not think that some sort of mass reaction from Socialism is an impossibility in the next decade. The fierce individualism of Englishmen is not dead yet. It is but lulled to sleep. *RESURGET.*

The Great Exhibition.—

My father, who lived well into his nineties and died, as it seems to me, only the other day (in the 1940's), clearly remembered his visit to the Great Exhibition of 1851 in Hyde Park. A century may appear sometimes a very short span. To him, no doubt, 1851 and all that were "but as yesterday," albeit his life spanned the Repeal of the Corn Laws to the Second World War. This time the venue is not to be the same. The exhibition of 1951 will not be held in a Central London park, though good cause may be shown why the second site of Paxton's Glasshouse should be chosen. I hope much that Mr. Gloag's suggestion for an open competition for a design of the new exhibition building will be adopted. And then perhaps Paxton will be crowned as a prophet a century ahead of his time. For, whatever be the chosen design, I make no doubt that steel and glass will play a big part in supplying its fabric. And in more ways than one the pregnant century since 1850 will come full circle and the years between seem but as yesterday. Wars pass but mankind and human needs remain. And the new Paxton may house the seeds of another industrial revolution and another long cycle of British trade prosperity. But much will depend on the degree of initiative left to our ingenious "nation of shopkeepers" by 1951. Myself, I believe that, despite all crippling restrictions and handicaps, our exports will be on record scale, well known and eagerly sought, before the '51 Exhibition opens its doors to buyers.

Easter.—Easter falls late this year. We hope it may not prove to come at the end instead of at the beginning of spring. These early summers in March-April are incomparably welcome after austerity winters, but they are dangerous luxuries, of which of late years we have had too many bitter lessons. If you bathe in sea or Serpentine on April 3, you may bathe in tears on May 3, when you inspect your ruined orchards and nipped beans and potatoes after late frosts. A week of abnormal sunshine and heat transforms one's world, and makes it horribly vulnerable. But it's a poor heart that looks suspiciously at an unexpected bonus, and if I must shiver in May, I will remember that for ten days in March and April continuously I ate more meals out of doors than indoors, and drank in more sunshine and warmth than in two months of a normal summer. The "sweet o' the year" is bitter short. It is that brief session when the birds sing loudest and the green of the birch and the larch is at its tenderest. Satiety comes too soon. We have had our immortal hour this year and must chalk it up in memory.

THE OLD STAGER

THE KING AND QUEEN AT THE HAYMARKET : Their Majesties leaving the theatre after seeing John Gielgud's production of Oscar Wilde's "The Importance of Being Earnest," the third and last of the special festival performances in aid of King George's Fund for Actors and Actresses. They were accompanied by Princesses Elizabeth and Margaret

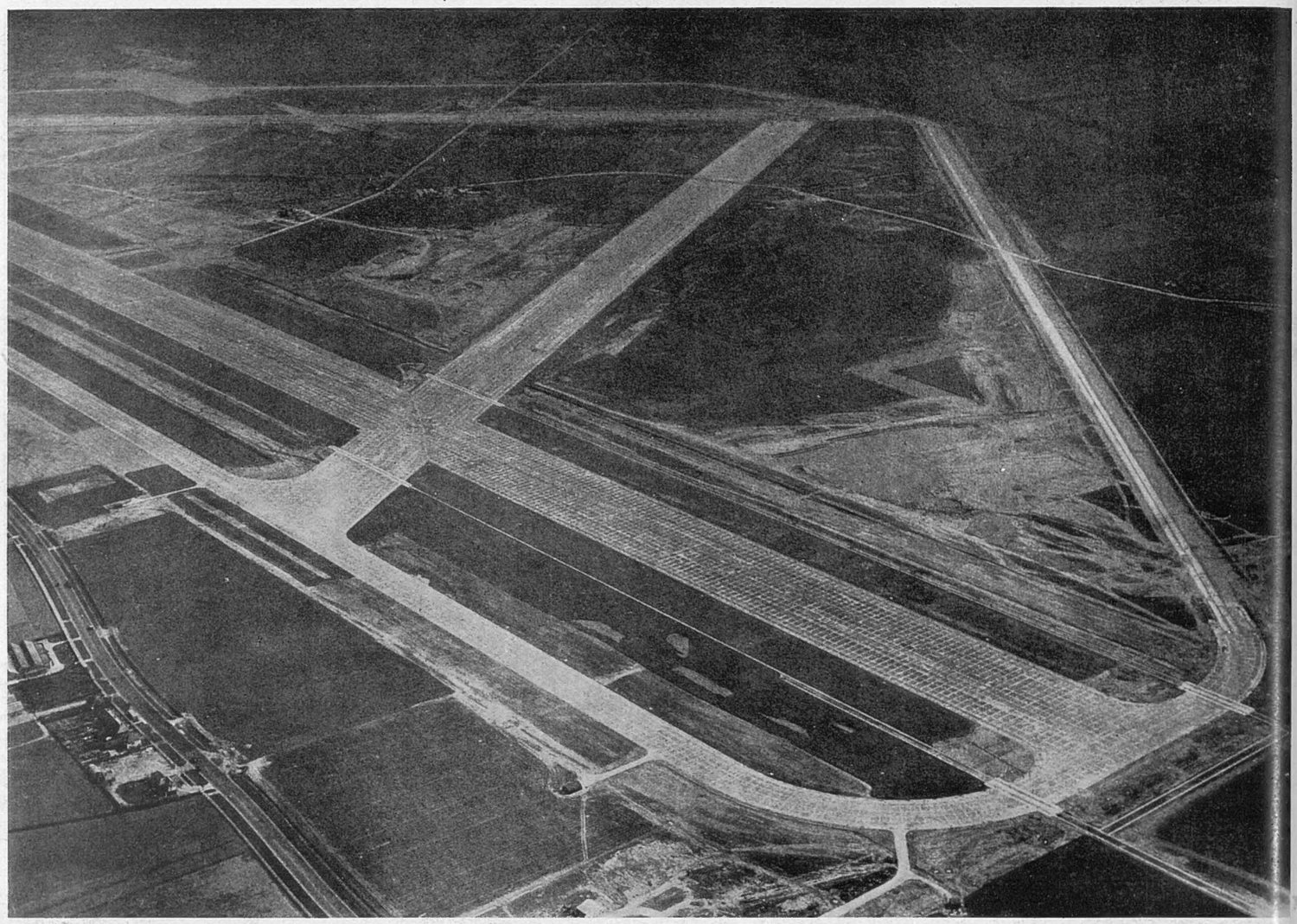
THE ROYAL FAMILY AT THE THEATRE

The King and Queen and the Princesses Attend Matinees in Aid of the Pension Fund for Actors and Actresses

Last week was a big week in the theatre, and, in addition to several new productions, it was made particularly notable by the three special matinees staged on behalf of the King George's Pension Fund for Actors and Actresses. About £7,000 was raised by the three matinees, and following *The Importance of Being Earnest* the King and Queen received the players. During the week the Princesses also visited the New Theatre, where the Old Vic Company was giving a matinee for the Fund, and the Savoy Theatre to see *The First Gentleman*

PRINCESS MARGARET LEAVING THE SAVOY THEATRE : The Princess had just seen an evening performance of "The First Gentleman," the successful play about the Prince Regent, in which Robert Morley plays the title-role with rare effect. Princess Elizabeth was also present at the performance, one of several visits to the theatre which she made during the course of the week

A PARTICULARLY SOLEMN MOMENT IN GREEK TRAGEDY : Princess Elizabeth watching the Old Vic Company's performance of "Œdipus Rex," which was given at the special matinee set aside for the King George's Fund for Actors and Actresses. This short play is one of mounting tensity and, in contrast, it is followed by Sheridan's light-hearted drama, "The Critic," in which Laurence Olivier turns from tragedy to comedy and delights the audience with his brilliant fooling. Seated with the Princess is the Hon. Mrs. Vicary Gibbs



LONDON AIRPORT AS IT IS TO-DAY: An aerial view of the main runways at Heathrow, near Hounslow, which are to be vastly extended so that the airport will eventually be able to deal with 160 aircraft an hour and will be a vitally important terminus for European, trans-Atlantic, and Imperial traffic

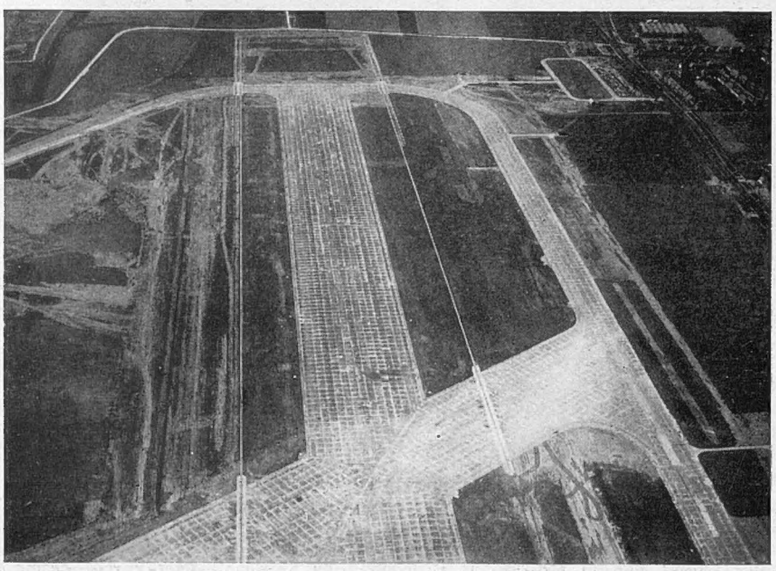
LONDON AIRPORT AS A WORLD TRAFFIC CENTRE

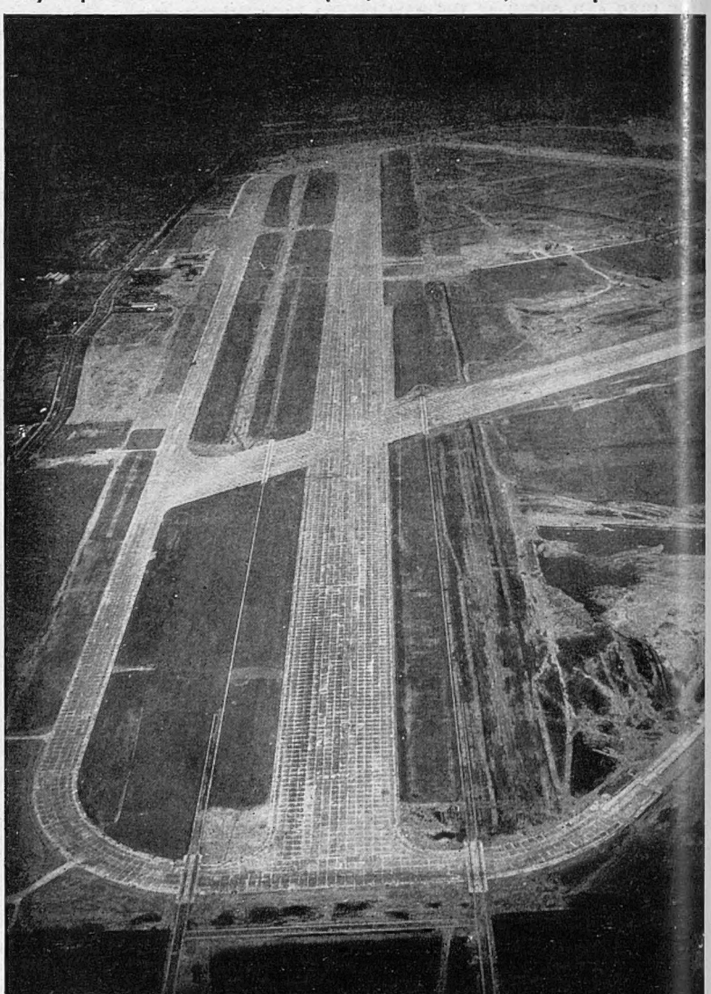
Plans for the Development of Heathrow Into a Great International Terminus

When Lord Winster, Minister of Civil Aviation, recently visited Heathrow, Middlesex, with Members of Parliament and Foreign Air Attaches, he announced that henceforward Heathrow would be known as London Airport and that plans were on foot to convert the place into a great international terminus.

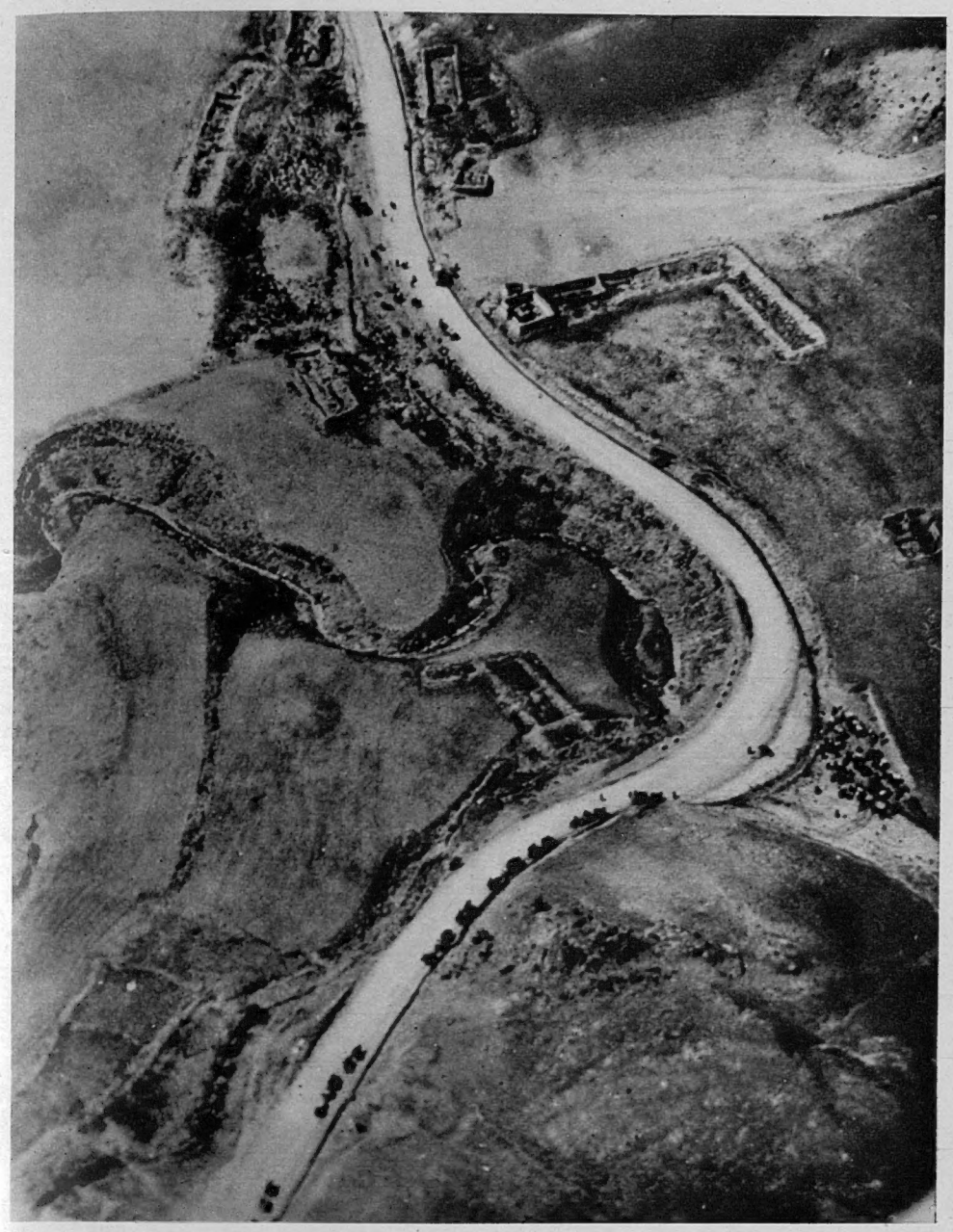
Lord Winster explained that by taking in land on the north side of the Bath Road, the airport would be greatly extended, and in due course it would have six runways, consisting of three parallel pairs, arranged round a central terminal building. Some of the runways will be completed by July of this year, and it will then be possible to open the London Airport to international traffic in addition to that now being operated by British South American Airways. The main runway will be extended from of 9,000 ft. to 15,000 ft. if the need arises, and all runways will be at least 300 ft. wide.

The present control buildings, which were used by the R.A.F., are being modified for the immediate needs of passenger traffic, but eventually there will be permanent buildings in keeping with the international status of the airport. Lord Winster has pointed out that as the airport will be the first piece of England on which thousands of foreigners will land, it is vitally important that great attention be paid to the design of the buildings. The name Heathrow has been superseded as it is one that is not readily pronounceable by foreigners.





A HUB OF THE UNIVERSE—THE GROWING IMPORTANCE OF HEATHROW (THE LONDON AIRPORT) AS A CENTRE OF AVIATION: Two more aerial views of the runways as they are at present. The plans for extension provide for six runways, arranged about a central terminal building. For this purpose an additional area is being acquired, but this will not be developed until after 1950. The rectangular white lines flanking the long runway mark the Fido installation



THE FIRST RED ARMY TROOPS MOVE NORTHWARDS THROUGH THE KAZVIN PASS : A Russian column moving northwards en route to the port of Pahlevi, on the Caspian Sea, where units have been embarking. The belated evacuation of Persia under the terms of the 1942 Agreement is timed to take six weeks, the Russians have declared, "provided no untoward incidents occur in the meanwhile"

THE RUSSIAN WITHDRAWAL FROM PERSIA

Red Army Troops Begin the Evacuation Under the Terms of the 1942 Agreement

THE ARRIVAL OF MR. IVAN SADCHIKOV : The new Russian Ambassador to Persia (wearing peaked cap, on right) salutes the Guard at Teheran on entering the Palace to present his credentials to the Shah. His arrival coincided with the first departures of Red Army units

BREAKING CAMP NEAR KAZVIN : Northward-bound Red Army units seen during a stage in their journey from the Teheran district

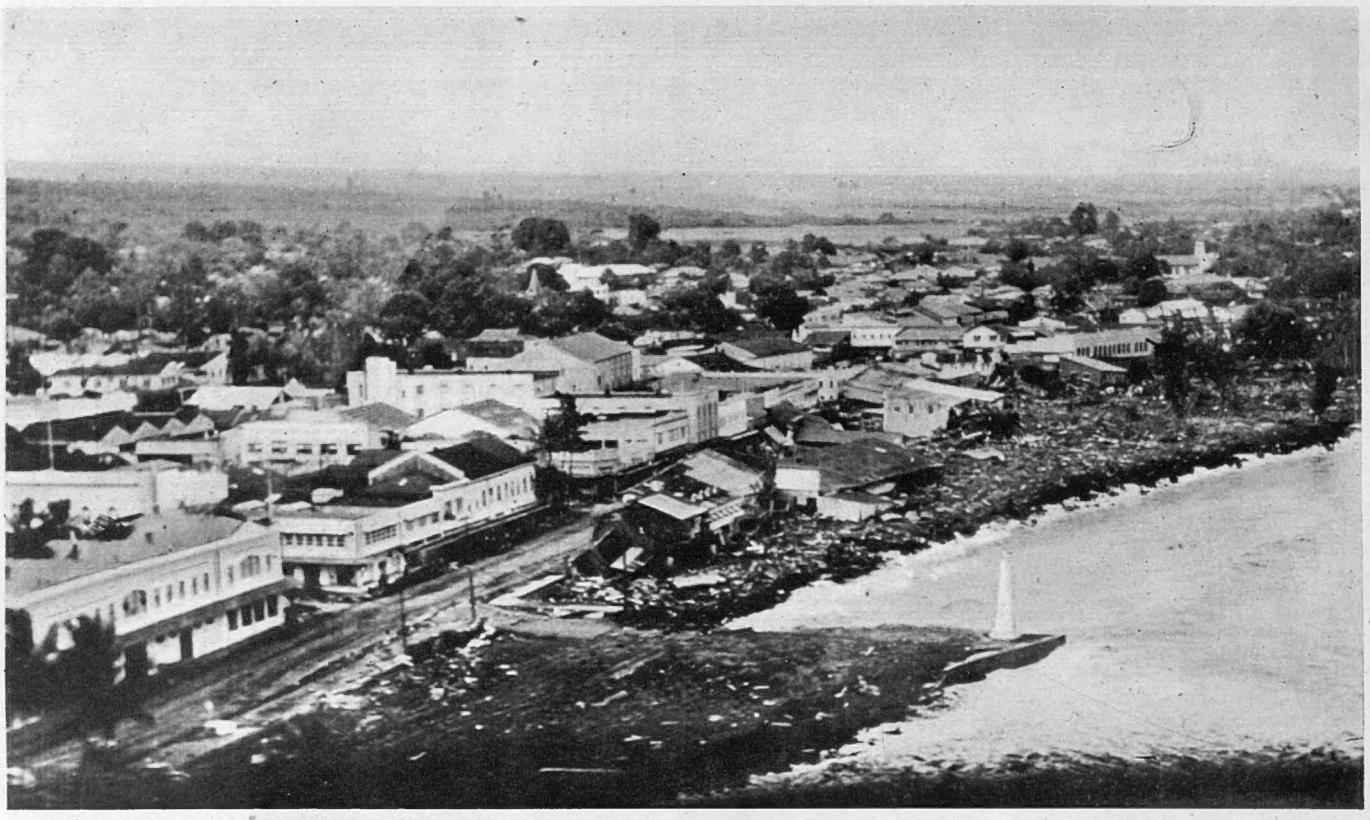
A CASPIAN PORT OF EMBARKATION : Three aerial impressions of the town in which the Russian troops have been concentrating prior to their departure from Persia. Pahlevi stands in the new oil-concession zone

As international tension mounted in the closing days of March and U.N.O.'s Security Council in New York was facing the intensely complicated problem of the Persian appeal, Russia suddenly announced her decision to evacuate Persia, thus belatedly honouring the terms of the 1942 Agreement made between the three occupying Powers. The Russian departure from the Teheran area was as swift as it was unexpected, and almost overnight the vast camp at Karaj, which had stood astride Teheran's rail communications to the north, was almost completely deserted. The Russians announced that provided no untoward incidents occurred in the meantime, the evacuation would take about six weeks; and in the days that followed scattered columns were seen making their way northwards to the ports of the Caspian Sea. As the evacuation proceeded, news came from Teheran that Russia and Persia had come to an understanding regarding the question of oil concessions, a large area round the Caspian being made available for Russian exploration. This led to active Right Wing hostility in Persia, and the Persian Government deemed it wise to send their troops into the oil-concession area to help in the maintenance of order. During the second week in April the Russian evacuation was still continuing according to schedule and quiet prevailed

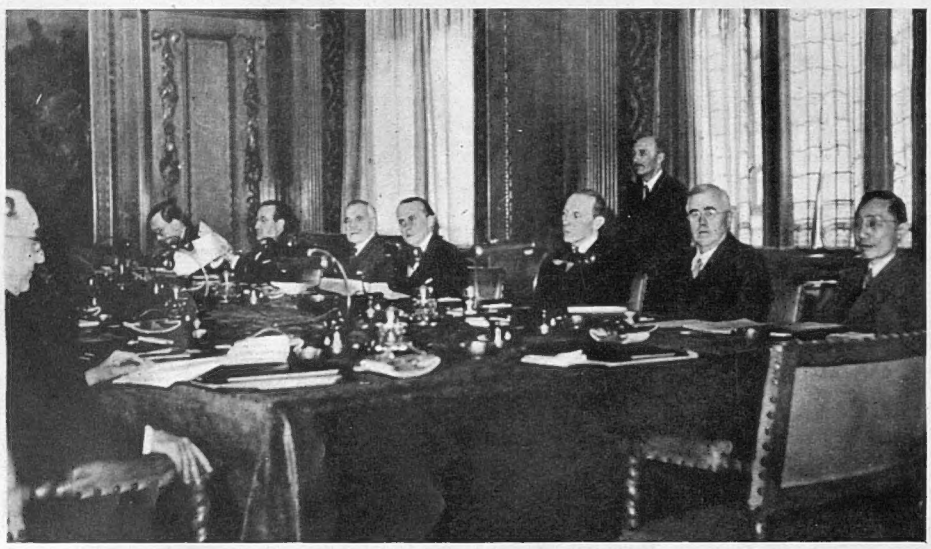
A FOREIGN SURVEY

A Tidal Wave Overwhelms Coastal Towns in Hawaii; The Mountbattens in Australia: The Cabinet Mission and India's Governors

On April 1 gigantic tidal waves coming from the area of submarine earthquakes in Alaska roared across the Pacific at 500 miles an hour, spreading death and destruction in their path. Triple waves, nearly 100 ft. high, swept nearly a mile inland on the Hawaiian islands, killing and injuring several hundreds of people, while in Honolulu harbour shipping was piled on the foreshore in indescribable confusion. Many people thought an atomic bomb had been dropped somewhere in the Pacific, and several coastal towns in California were in a state of panic. The Pacific sea-bottom off the coast of Alaska is one of the weakest points of the earth's crust, and the ocean bed must have been split into a vast cavity as a result of the uprush of lava.

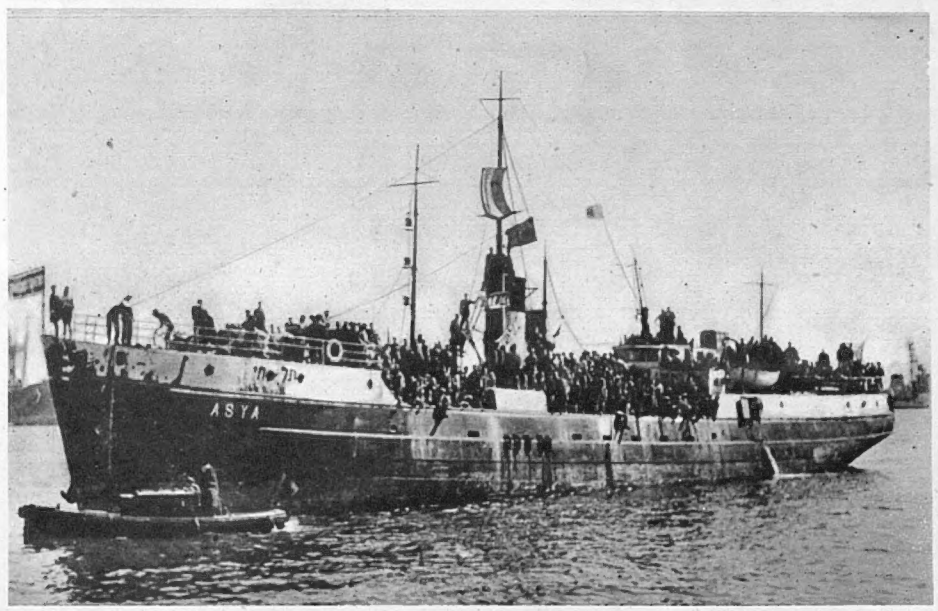


AFTER A TIDAL WAVE HAD STRUCK AN HAWAIIAN CITY: The waterfront district of Hilo strewn with debris following the disaster on April 1, when there was extensive damage throughout the islands of the Eastern Pacific. The spreading tidal waves covered an area of 2,500 square miles, and they were the direct result of intense submarine earthquakes originating from Alaska and the Aleutian Islands. Radio warnings throughout Hawaii caused the inhabitants to beat a speedy retreat to higher ground



THE INTERNATIONAL COURT OF JUSTICE MEETS AT THE HAGUE: One of the six principal organs of the United Nations holds its first session. Seated from right to left, the members are: Mr. Mo Hsu (China), Mr. John E. Read (Canada), M. Helge Klaestad (Norway), M. Charles de Visscher (Belgium), M. Bohdan Winiarski (Poland), and Senor Fabela (Mexico). Elected Provisional Chairman of the new Court was Dr. Jose Guerravo (El Salvador), who was the last President of the Permanent Court of International Justice, an offspring of the League, which is now superseded

RETURNING TO THEIR CONQUERED LAND: Shunichi Kaze, the former Japanese Minister to Switzerland, leaving the military landing-craft at Usaga on arrival in Japan under Allied escort. He was one of a number of Japanese diplomats who recently returned together in the repatriation ship *Tsukushi*. They were searched before disembarking, the authorities having had word that many of the diplomats were carrying quantities of valuables rescued from their Embassies and Legations in different parts of Europe



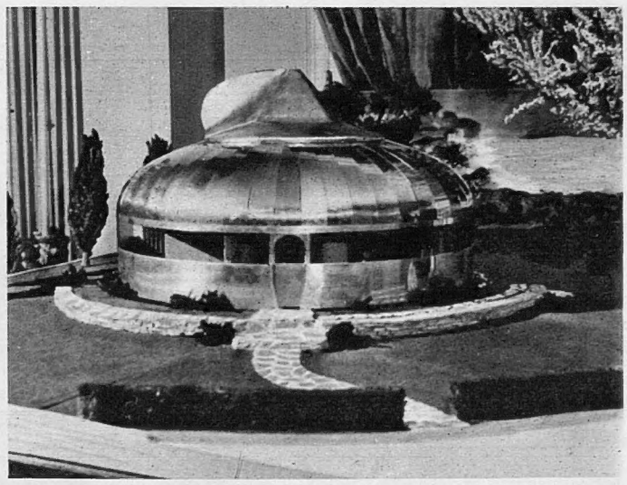
GATE-CRASHING INTO THEIR NATIONAL HOME: The 427-ton Turkish motor-vessel "Asya" after she had been intercepted by a British destroyer near the coast of Palestine. On getting aboard the *Asya* the British naval party found she was thronged with Jewish survivors from the horror camps of Dachau, Auschwitz, Belsen and Buchenwald who were attempting to gain entrance into Palestine in defiance of the existing quota. It appears that the refugees, of whom there were 733, had embarked at a French Mediterranean port a fortnight before they were intercepted. They have since been escorted to Haifa and placed in the hands of the immigration authorities. Before the war there were numerous attempts on the part of European Jews to evade the quota

WOMEN TEACHERS OF BOMBAY STRIKE FOR HIGHER WAGES: Marching to the Secretariat of the Governor of the Presidency to seek redress for their grievances. The teachers, who all come from the primary schools, paraded through the streets of the city with black flags and banners inscribed with slogans appropriate to the occasion. Unlike many recent processions in Bombay, this was an orderly affair, marked by no untoward incidents

A ROYAL BATHING-PARTY AT PALM BEACH, NEW SOUTH WALES: Lady Louis Mountbatten and her hostess, the Duchess of Gloucester, adjust their hair before entering the sea. Lord and Lady Louis Mountbatten have recently been staying as guests of the Duke and Duchess of Gloucester, and they have also toured Australia and New Zealand, receiving a wonderful reception. Instead of fulfilling the normal five years as Australia's Governor-General, it was stated last week that the Duke of Gloucester was expected to return to this country at the end of 1946. Lord Louis may succeed him

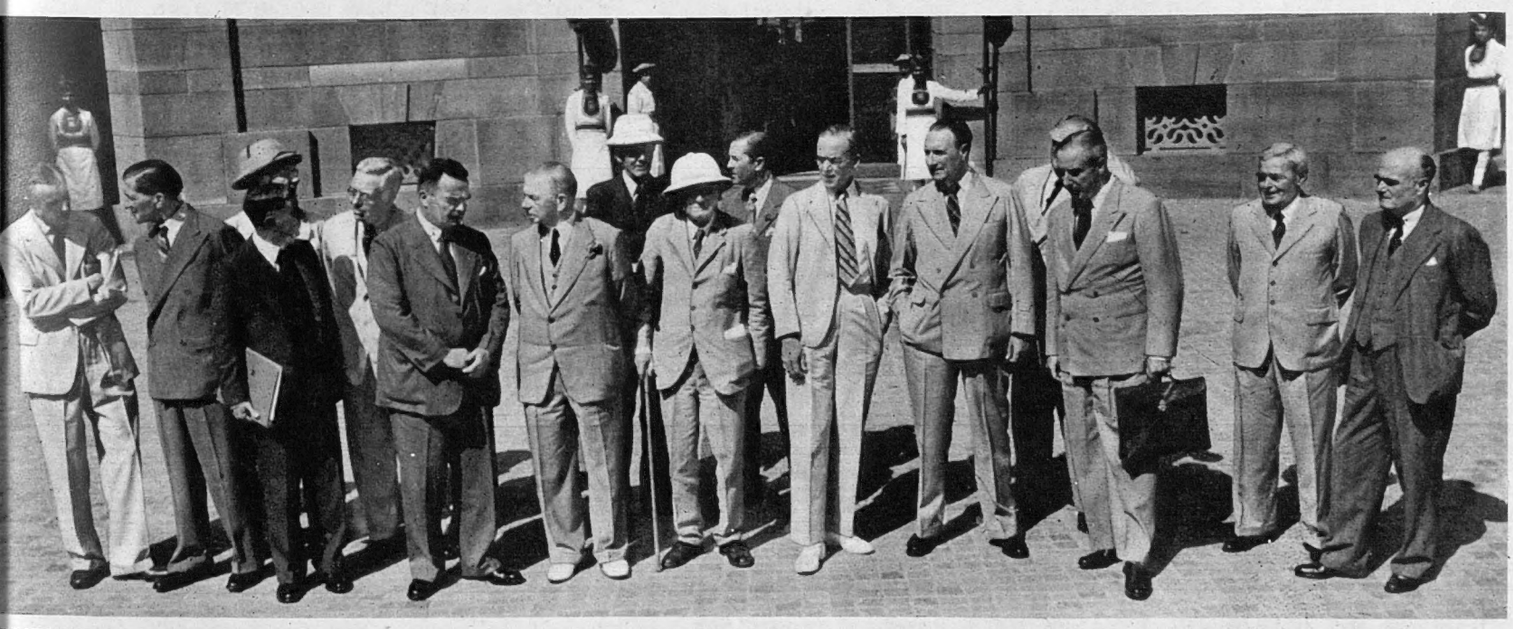
MOBBED BY SYDNEY HOLIDAY-MAKERS: Admiral Lord Louis Mountbatten and Lady Louis Mountbatten seen at Manly Surf Carnival

On right—The recent ceremony at Upsala Cathedral, at which the Reliquary of St. Eric was opened in the presence of the Crown Prince and Crown Princess of Sweden, was of special interest to Swedish historians. It appears that at Abo, Finland, a lower jaw was found a short while ago, and the view was advanced that it might possibly be the missing jawbone of St. Eric. It was decided to carry the matter to its conclusion, and as a result the famous Reliquary of St. Eric was opened at Upsala Cathedral. The jawbone and the cranium made a perfect fit, and a committee of scientists has now been convened to confirm the discovery. St. Eric was King of Sweden in the twelfth century



A ROUNDABOUT WAY OF DOING THINGS: An American firm plans the modern, mass-produced home. This scale model, which was recently placed on exhibition in New York, represents the new stainless steel circular house which is being built by the Beech Aircraft Corporation at Wichita, Kansas. The designers claim that America could produce 1,000,000 of these dwellings a year in existing aircraft plants, and that they could be sold through a nation-wide dealer organisation in the same manner as motor-cars. Each house contains a combined living- and dining-room, two bathrooms, two bedrooms, a kitchen and an entrance-hall. Ex-war veterans will be given priority if they apply for these houses, and the vendors are willing to erect them anywhere in the United States

A SWEDISH MATCH! The Crown Prince and Crown Princess of Sweden attending the ceremony at Upsala Cathedral at which the Reliquary of St. Eric was opened by the Dean of Upsala and the missing jawbone of St. Eric fitted to the cranium



BRITAIN'S BIG THREE AT NEW DELHI—MEMBERS OF THE CABINET MISSION MEET THE GOVERNORS OF THE ELEVEN PROVINCES OF BRITISH INDIA: A picture taken outside the Viceregal Lodge after they had completed their first long sitting

The first phase of the British Cabinet Mission's visit to India ended with the meeting in Delhi of the Governors of the eleven provinces of British India, and they are seen in this picture grouped outside Lord Wavell's residence. Left to right—Sir Olaf Caroe (North-West Frontier), Sir Francis Wylie (United Provinces), Sir Andrew Clow (Assam), Sir William Croft (member of the Cabinet Staff, in rear), Sir Robert Mudie (Sind), Sir Frederick Burrows (Bengal), Mr. A. V. Alexander (First Lord of the Admiralty), Sir Bertrand Glancy (the Punjab, in rear), Lord Pethick-Lawrence (Secretary of State for India), Sir Stafford Cripps (President of the Board of Trade), Sir Thomas Rutherford (Bihar), Sir Henry Twynam (Central Provinces and Berar), Sir John Colville (Bombay), Sir Henry Knight (Acting Governor of Madras), and Sir Hawthorne Lewis (Orissa)

THE NAVY RESUMES ITS SUNSHINE CRUISING

After a Harsh and Barren Gap of Seven Years a Significant Custom is Revived

By FERDINAND TUOHY

A RECENT series of visits by the Home and Mediterranean Fleets to Lisbon, Tangier, Toulon and the Riviera passed unnoticed at home. Yet it ought not to have been so in a country parched for lack of sunny tidings. We could have done with a message or two From Our Special Correspondent.

The resumption of sunshine cruising by the Royal Navy implied more than exercises. The Spring Cruise used to be marked in the calendar by foreigners at ports of call, for many of whom it spelt a gay and glimmering interlude of good will, smartness and *chic*; and so one feels it has been again, only with the serenity and happiness correspondingly more present after a harsh and barren gap of seven years.

There was drama, too, in this revival. As when Admiral Sir John Cunningham sailed into Toulon on board the cruiser *Liverpool*, escorted by four British destroyers. "Sailed into?" No, perhaps that comes from re-reading Conrad's *The Rover*. Rather must one still pick one's way into Toulon these days. The roadstead is not yet clear of wrecks, and, in point of fact, I am thinking of those British keels in a French harbour, hovering over the ghosts of French vessels that had fought at Oran.

Here was a difficult hand-clasp to effect, which may have been eased by a salute from the old battleship *Lorraine*, first ship to bombard Bardia, in June 1940. Ending her days at Toulon, France's *Warspite* is something more than a training ship. The Ecole Navale at Brest, standing out grey and massive, was so badly damaged that, pending the completion of a temporary naval college outside Rennes, the *Lorraine* has been acting as the equivalent of Osborne and Dartmouth combined.

As for the rest of the French Navy that has survived, not many units are tied up in ports. There are too few for that, and work unending has to be done in transporting troops to Indo-China and other colonies, in sorting out a highly efficient Task Force from the 350 vessels of every size and shape and aggregating 300,000 tons, that were left at the end of the war, and in dealing with scuttled ships, devastated ports and mined waters.

Toulon is badly knocked about, though the unmatched waterfront and old town immediately behind did not suffer as grievously as the modern, central section, and the La Seyne shipbuilding suburb. Toulon is also still tense, in parts, over Oran; which is only to be expected. Imagine Portsmouth being visited in like case!

Formerly, the next ports of call on the Spring Cruise would be Barcelona, Palma, Almeria and Malaga. But this is a pleasure deferred—for how long, it would be extremely rash to venture. In the meantime, Franco's own Navy steadily grows, from Ferrol, but is not encouraged to visit elsewhere than in Portuguese waters.

The Navy's return to Tangier after six years with the largest warship to come alongside the quay, was symptomatic of the increased part that Britain proposes to play in the International Zone. Heretofore we looked after finances and sought to be a steadying influence between French, Spaniards and Italians. Now the Consulate staff has been broadened under a Minister, while the British Council has moved into action in the cultural and enlightening departments. The general reading is that Britain and the United States are to team up in a big way at Tangier and that Russia's announced interest may be more of a lever in the settlement at the eastern end of the Mediterranean, than a fixed intervention at the western extremity. France, Spain and Italy will complete the zone regime, but will figure less than formerly. Well, I hope we keep in mind that the world is moving towards a concept by which people living in a given region have prime say therein; and that by this reckoning any slighting of France and the two other chief Mediterranean countries at the main entrance to that sea is sooner or later liable to recoil on its practitioners.

Other news from Tangier is of a mad-hat life swayed by smuggling and black marketing; of pesetas converted into gold, diamonds, land, houses or foreign currencies; of bursting luxury beside abject poverty. Boom time in Tangier, but it is hardly any longer a place where the retired European or stay-away can live cheaply.

Next landfall—Europa Point. By the mole lies H.M.S. *Nelson*, and I can see her again, as she lay at the same spot in March 1939. Then, as now, the Home Fleet had come from the Tagus. I believe Gibraltar had a maximum of 29,000 packed into it in the hectic years when the belly of the Rock was scooped out and shovelled into Algeciras Bay to make a runway, and news now tells of inevitable reaction.

The return of thousands who saw democratic rule operating in Britain has awakened a political consciousness, and a continuance of government by nomination is resented. This will have to be faced at Malta and Cyprus also. A grievance having more immediacy bears on the retention of some 3,000 Gibraltarians chiefly in Northern Ireland. The assertion that there is no housing for them on the Rock is taken very acidly, considering that they lived there formerly. One might risk the inquiry: why are prefabs being sold to Holland if they could serve to abate resentment in Gibraltar? Otherwise, it seems to be a case of the Services having to curtail their own accommodation and hygienic requirements; with not much hope of Labour Ministers getting them to do so.

It comes to this: For the first time Gibraltarians feel themselves involved in world affairs, and not being tillers of the soil or fishers of the sea—producing, in fact, nothing at all—they are lacking in national characteristics making for responsibility. If given self-government subject to over-ruling in military and foreign affairs, they should realise that they can have no prosperity other than by enacting the natural life of the Rock—as a fortress, arsenal, refuelling port, and air base.

Admiral Syfret's stay in the Tagus was marred by the accident at the *Nelson*, whose last voyage this was. But before then such a round of festivities had been staged as Lisbon had not known since 1939. Ideologies and local Germans were forgotten. A State banquet, a dance at the Royal British Club, a gala performance at the San Carlos were highlights of a week quite like old time.

So terminated the spring cruising proper—though I omitted that a British squadron called also at Marseilles, where it found, among other things, that the Germans had bestowed a hygienic benefit by removing the Vieux Port quarter while showing themselves as ghouls in the artistic and historical sense.

Yet units of the Mediterranean Fleet are strung out right across to Beyrout, and here and there conditions have changed as definitely as at Gibraltar. At Valetta there exists a like demand for a largely autonomous constitution. In addition, many Maltese consider they have been given a raw deal in the material sense after all the George Cross fine words. They point to the hard lot of the farmers and the workers, and to mounting unemployment. They ask why German prisoners should do work that falls by right to the islanders, and they want shipyard discharges to be deferred until materials arrive for reconstruction. Or else the call is for emigration (could Tripoli take Maltese in the way Tunisia used to do?)

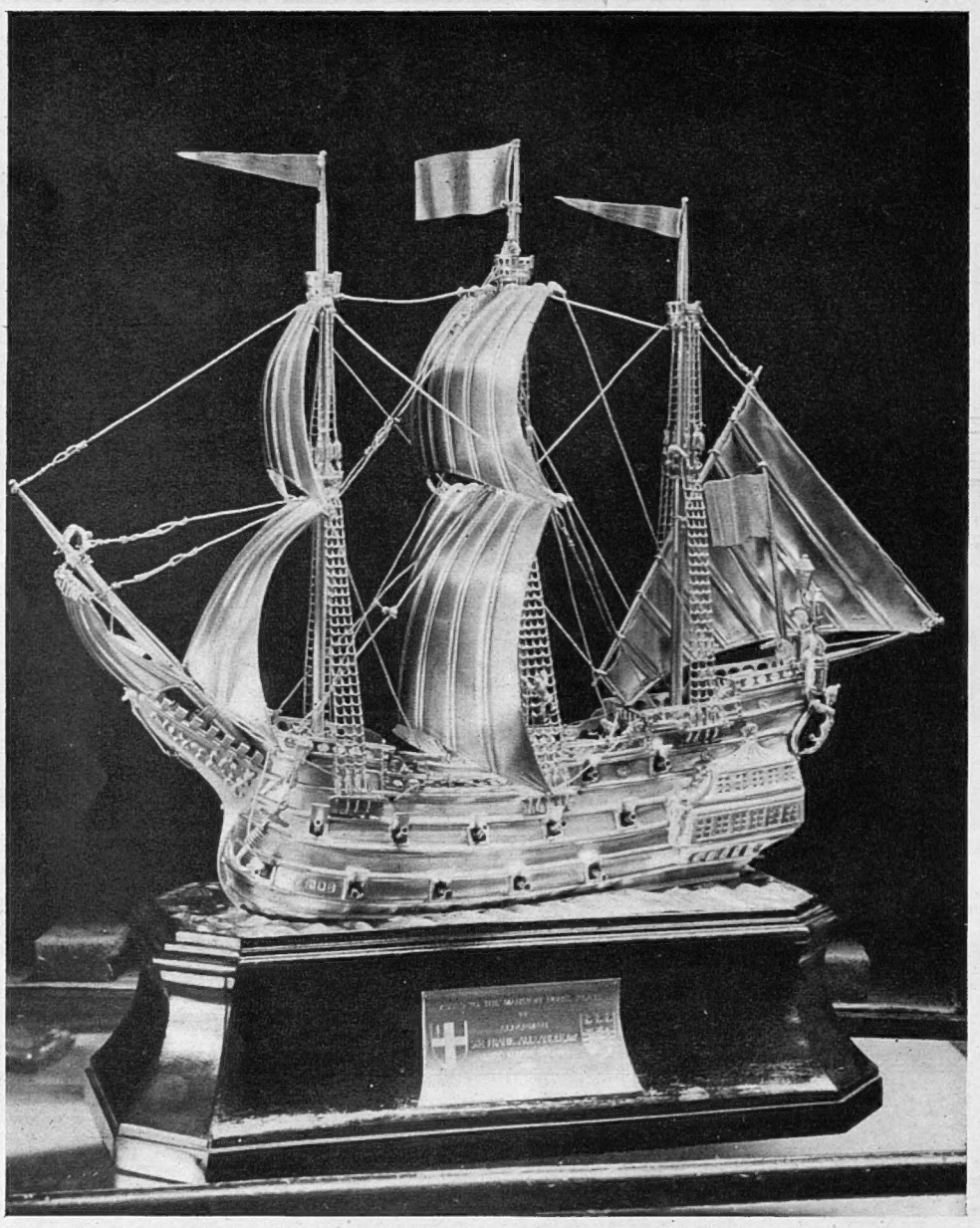
Hardly a thing has been heard of Tripoli since the brave days of 1943. The garrison is quite small and must remain as long as Tripoli is a harbour and two airports exist—or until the future status of Tripolitania is decided among the Big Three using the name of U.N.O.

Some wives have arrived and some marriages have been contracted with nurses and Maltese; but the town is more or less dead. The fellah is not discontented with the British. Methods from the Sudan and Palestine have impressed him.

The merchants and intelligentsia are, from self-interest, keen on the Occupation. But Arabs from outside look down on these townsfolk and are zealous for all things Muslim, effect of the Arab League.

As for the Italians, they are amazed at the non-fraternisation rules still in operation. The majority would be quite glad to return home. But much Italian capital is at stake, and four years must elapse before it is known just what these investments will earn.

Finally, a relative in Cyprus writes for me to come out to this land of milk and honey (read "wine" for "milk"). Yet if Cypriot life is benign beside most spots in Europe, a political problem looms there too. Shall the island be returned to the Greeks after thirty-two years? The temporary new Greek leader, Tsaldaris, says the matter will be settled in a friendly way.



THE "GREAT HARRY"—A NOTABLE ADDITION TO THE MANSION HOUSE PLATE: This silver-gilt model of the man-of-war "Henri Grâce â Dieu," known as the "Great Harry," has been made by a City of London firm and has been presented to the City by Sir Frank Alexander, Lord Mayor of London in 1944-45, the well-known shipowner and chairman of the Baltic Mercantile and Shipping Exchange. The model has lately been on exhibition at the Guildhall and it was also on view last Tuesday at the Shipwrights' Dinner. Of the eighty-five big ships built in the reign of Henry VIII, the *Great Harry* stood out as the finest of them all. She was launched at Erith on the Thames in 1515, and had a double-tiered "forecastle" and treble-tiered "aftercastle." In addition, she carried pole masts with topgallant sails, in this respect being a good way ahead of her time, as topgallants did not come into general use for another 100 years. *Great Harry* was brightly painted and gilded, and in spite of her bulk, her sailing qualities were excellent, as for many years she could outstrip the rest of the fleet except the *Mary Rose*. The *Great Harry* was of 1,000 tons burden, she had a crew of 700, and a length of 160 ft. She carried twenty-six of the new heavy guns, which the King insisted, against the advice of his shipbuilders, placing in every battleship

THE GARDEN OF GETHSEMANE—THE SCENE OF CHRIST'S AGONY BEFORE THE CRUCIFIXION : A spot hallowed in the annals of the Christian church as it appears to-day. A view looking from the Kedron Valley and up the slopes of the Mount of Olives. In the middle distance and behind the Basilica is the Russian church of St. Mary Magdalene. Of late years the primitive simplicity and venerable aspect of Gethsemane have been much affected by unsightly walls

THE EASTER STORY

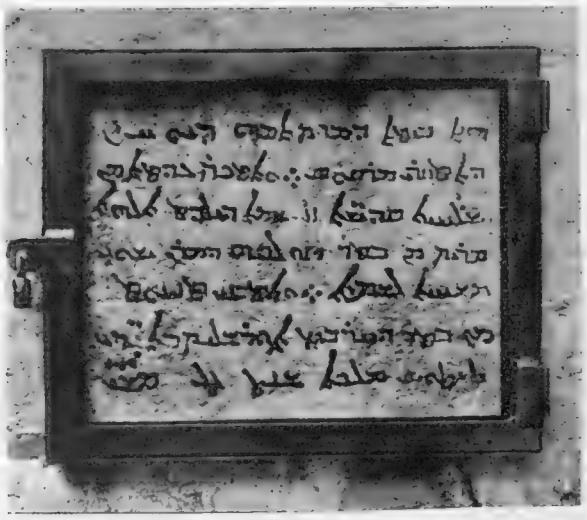
Sacred Places of Jerusalem Linked with the Last Days of Christ's Life

Of all the holy places connected with the Easter story and the last days of Christ, the Garden of Gethsemane is probably held in most veneration by the Christian. The garden now belongs to the Franciscan monks, and it is always tended with the most loving care. Leading over the Mount of Olives are several roadways, and that on the left of the picture is the way to Bethany. It was along that road that the disciples fled from the horrors of the Crucifixion, only to return some weeks later as men inspired and possessing a deep, new-found belief in the Divinity of the Man who had so lately walked among them. It was also along this road that Christ made His triumphal entry into Jerusalem. Gethsemane lies in the north-east sector outside the walls of Jerusalem, and it was in that limited area that most of the historic events of Holy Week took place

On left—
SNOW IN JERUSALEM : A scene in the Via Dolorosa after an unusual springtime storm. The Via Dolorosa, or "Way of Sorrows," was the route that Christ took on the way to Calvary. It was at his palace in this same street that Pilate showed Christ to the people

On right—
THE CHURCH OF THE HOLY SEPULCHRE : This is the traditional site of the burial and Crucifixion of Christ, but, although it remains a place of the deepest veneration, it is now regarded as certain that Golgotha and the tomb lay "without the city walls." Six different sects worship within this building, including the Greeks, Copts, Syrians and Abyssinians. It is a great, rambling edifice really consisting of several churches and chapels under one roof

Sacred Sites Directly Associated with THE FIRST EASTER



THE SCENE OF THE LAST SUPPER : An ancient inscription in the Syrian Church of St. Mark, in Old Jerusalem, stating that the building stands upon the site of the home of Mary, St. Mark's mother, and that the Last Supper took place there

THE ENTRANCE TO THE SYRIAN CHURCH OF ST. MARK : The building where the Last Supper is said to have taken place. It is situated on Mount Zion

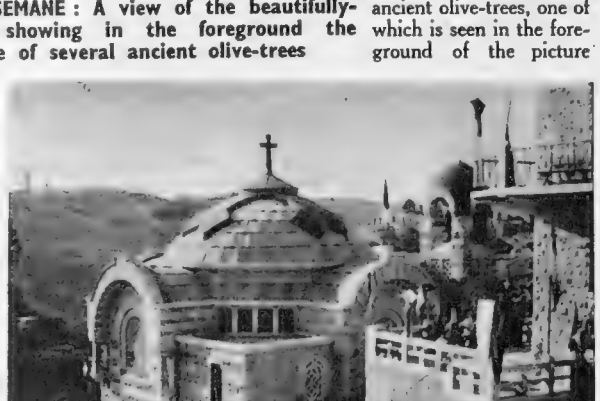
Above and on right—

The discovery a short time ago of an ancient inscription in the Syrian Church of St. Mark, in Jerusalem, claiming it to have been the scene of the Last Supper, calls attention to those holy places associated with the closing days of the Saviour's ministry. The church stands within the Syrian Convent, close to the Armenian Cathedral. The Syrians have always claimed that their church stands on the site of the house of the mother of John whose surname was Mark, which was the meeting-place of the early Christians and the mother of all churches. It is generally accepted that it was in this house that Jesus ate that solemn, final meal with the Twelve. The inscription was found under a coating of plaster during repairs to the church

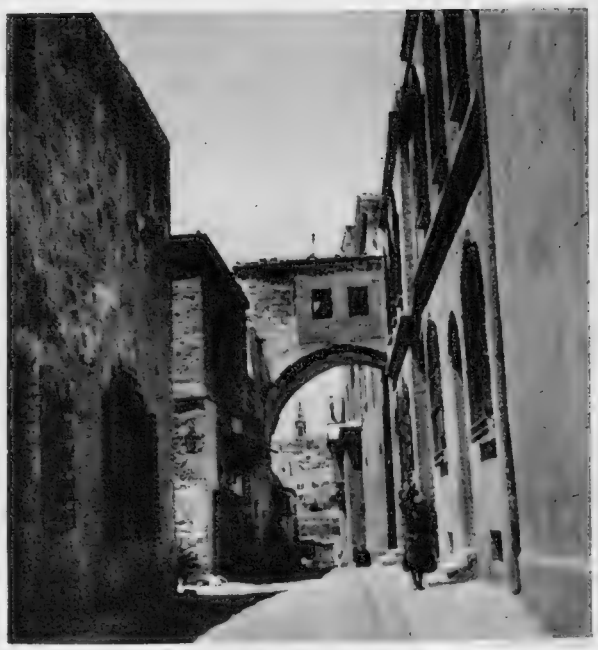
THE GARDEN OF GETHSEMANE : A view of the beautifully-tended grounds showing in the foreground the stump of one of several ancient olive-trees

***On left*—We all know the story of those last fateful days of the Saviour, how He went out at night from the Last Supper to the Garden of Gethsemane on the lower slopes of the Mount of Olives. The garden was located early in the fourth century by the Empress Helena, and she erected a church on the site Gethsemane now belongs to the Franciscan monks, and it is tended and kept in wonderful order. In the garden are a number of ancient olive-trees, one of which is seen in the foreground of the picture**

***On right*—From Gethsemane Christ was brought before Caiaphas, the High Priest. Caiaphas is known to have had a private residence on Mount Zion as well as a palace, the latter serving also as a guardroom and prison. On the eve of Good Friday, after His arrest in the garden, Christ is thought to have been brought first to Caiaphas's residence where He was condemned by the Jews. Within a stone's-throw away is the Church of Saint Pierre en Gallicante (St. Peter at the Cock-crowing), only completed some sixteen years ago. This is accepted as the site of the guard-house and prison**

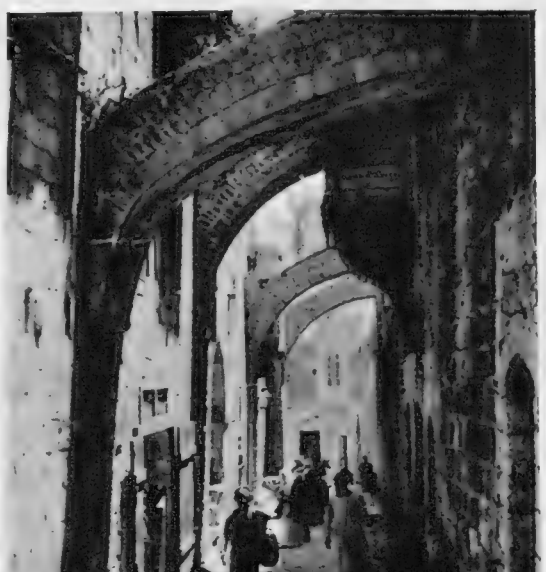


THE CHURCH OF SAINT PIERRE EN GALLICANTE (ST. PETER AT THE COCK-CROWING) : It stands on Mount Zion and on the traditional site of the palace, guard-room and prison of Caiaphas, to which Christ was brought before being taken in front of Pilate



***On left*—WHE PILATE SAT IN JU MENT : The buildin the right of the Dolorosa is known the Convent of Sisters of Zion, an marks the site of Roman Prætorium. the crypt below the vent may be seen the mains of a pavement courtyard of what once an important b ing. The course of arches can still be tra This is accepted as Gabbatha, or Paven where Pilate sat in j ment and acquiesce the demand of the that Jesus be put to**

***On right*—WHERE ROMAN SOLDIERY DISPORTED : Chequer lines for a dicing board and other games cut in the pavement of the crypt of the Convent of the Sisters of Zion.** This is believed to have marked the spot where Pilate sat in judgment. From there Christ followed the Via Dolorosa to the place of crucifixion. In the convent there are many relics of our Lord's time



***On left*—THE VIA DOL OSA AS IT IS TO-DAY : of the world's most c brated thoroughfares.** The Via Dolorosa is only a 600 yards long, and it is t to-day with tablets reca incidents in that sad, mem able journey and known a Stations of the Cross. It l to the Church of the H Sepulchre, which for just 1,600 years has marked traditional place of crucifi and burial of our Lord. site was selected by Q Helena with the aid of Maca the then presiding Bisho Jerusalem. Queen Helena is claimed to have bee British Princess, was the mot of Constantine, who bec the first Christian Emp

THE CHURCH OF THE HOLY SEPULCHRE IN THE CHRISTIAN QUARTER OF JERUSALE An overhead view of the great shrine which is the traditional site of burial and crucifixion of Christ. When Queen Helena came to Jerusalem in year 326, seeking the holy places, there were no official records of their existe Since the Crucifixion Jerusalem had been twice utterly destroyed. The Ro Emperor Hadrian rebuilt the city in the year 135, expelling both Jew and Chris and he took a delight in obliterating and defiling those places dear to them erecting pagan temples. Over the reputed tomb of Christ he set up a temple to Ve

THE EASTER STORY

What Happened in Jerusalem on the Four Days that Culminated in the Crucifixion and Resurrection of Christ

Thursday—

"And they took counsel together that they might take Jesus by subtility, and kill him. But they said, not during the feast lest a tumult arise among the people."
—*St. Matthew XXVI*, 5.

"AND they came unto a place which was named Gethsemane."
—*St. Mark XIV*, 32.

Friday—

"And the whole company of them arose up, and brought him before Pilate. And they began to accuse him saying, 'We found this man perverting our nation, and forbidding to give tribute to Cæsar, saying that he himself is Christ the King.'"
—*St. Luke XXIII*, 1–3.

"There was darkness over all the land until the ninth hour."
—*St. Matthew XXVII*, 45.

Saturday—

"And when the Sabbath was passed, Mary Magdalene, and Mary the Mother of Jesus, and Salome, had bought sweet spices, that they might come and anoint him."
—*St. Mark XVI*, 1.

"So they went and made the Sepulchre sure."
—*St. Matthew XXVII*, 66.

Sunday—

"And very early in the morning the first day of the week, they came unto the Sepulchre at the rising of the sun. . . . And when they looked they saw that the stone was rolled away; for it was very great."
—*St. Mark XVI*, 2–4.

"Peace be unto you."
—*St. John, XX*, 19.

DRAMATIS PERSONÆ

The Chief Characters in the Story of Our Lord's Last Days

There are twenty-eight persons known to us who are believed to have been involved in various degrees in the great tragedy and the events which followed it. They are:

Pontius Pilate: A low-born Roman soldier, who rose to be Procurator of Judea from A.D. 36. A rather tactless, truculent and overbearing man.

Claudia Procula: The illegitimate daughter of Claudia, the third wife of Tiberius, and grand-daughter of Augustus Cæsar. As the wife of Pilate, she was given the rather unusual privilege of accompanying her husband to his province.

Annas Ben Seth: The head of an enormously wealthy Sadducean family in Jerusalem. Deposed from his position as High Priest by the Roman Governor, Valerius Gratus, in A.D. 16, but still regarded by the Jews as their High Priest *de jure*.

Joseph Caiaphas: Son-in-law of Annas. Acting High Priest at the time of the tragedy. An astute and far-seeing man who favoured a working compromise with Rome.

Judas Iscariot: "One of the Twelve."

Joseph of Arimathea: A rich man and a member of the Great Sanhedrin. Believed by many to have been a secret disciple of Jesus.

Nicodemus: Another Councillor.

Herod Antipas: A vassal of the Emperor. Tetrarch of Galilee and the regions beyond Jordan. Believed to have been on bad terms with Pilate.

John: An intimate disciple of Jesus.

Simon: A fisherman from Galilee, who later became the acknowledged leader of the party.

The Nine Missing Disciples: Men who fled during the arrest in the Garden of Gethsemane, and are not heard of again until Sunday.

Mary Magdalene: A native of Magdala, and a devoted follower of Jesus. The prime mover in the surreptitious expedition to the grave.

Mary: The mother of Jesus.

Salome: The mother of John and his brother James.

Mary Cleophas: Wife of Klopas, and mother of two other disciples.

Joanna: Wife of Chuza, Herod's steward. A faithful supporter of the party.

Mary and Martha of Bethany: Two sisters, devoted heart and soul to Jesus. It was probably from their house that He set out on the last day of His freedom.

The Youth in the Garden: Narrowly escaped arrest in the Garden of Gethsemane. His cloak being snatched from him, he fled naked. Many modern authorities identify him with the writer of St. Mark's Gospel.

The Young Man at the Tomb: Popularly supposed to have been an angel.

To this list must, of course, be added the Roman centurion in charge of the Crucifixion, Barabbas, Simon of Cyrene, and the two malefactors, known to tradition as Dysmas and Gestas. Dysmas is said to have kept an inn in Galilee. A late document describes Gestas as guilty of great cruelty and mutilation. "He knew not God, nor obeyed any law."

THE INTERIOR OF THE GARDEN TOMB: This ancient Jewish tomb, located some seventy years ago by the celebrated General Gordon in a garden on the Nablus Road, not far from Jerusalem's Damascus Gate, is accepted by many as marking the Sepulchre of Christ. It is at present maintained by a British Protestant Society

THE GARDEN TOMB

Was This the True Sepulchre of Christ?

AN EASTER MORNING SERVICE AT THE GARDEN TOMB: Members of the congregation listening to an open-air sermon in the garden on the Nablus Road. It was General Gordon who located the tomb and thought that it might be the Sepulchre of Christ

THE ENTRANCE TO THE GARDEN TOMB: This rock-cut sepulchre, standing in a garden near Jerusalem's Damascus Gate, conforms with the description of the tomb given in St. John. The tomb almost certainly dates from the Herodian period in which Christ lived

For 1,600 years Christendom regarded the Tomb of Christ as lying within the walls of the Church of the Holy Sepulchre but it now seems clear that this belief must be discounted and that the tomb of Joseph of Arimathea, in which Jesus lay, is probably that discovered by General Gordon on the Nablus Road beyond the Damascus Gate.

We read in the Gospel of St. John: "Now in the place where he was crucified there was a garden; and in the garden a new sepulchre wherein was never man yet laid."

Now this garden tomb best answers to the description, as it stands in the mass of rock that runs into the hillside to the west of the "Skull Place," or True Calvary, and also because it was clearly occupied before it was quite finished, thus conforming to the words "wherein was never man yet laid."

Among other arguments in favour of this tomb are the fact that its Jewish origin is beyond doubt.

Perhaps the strongest argument of all is that this is the only tomb in the neighbourhood of Jerusalem where the incidents so graphically described in St. John could have occurred, and standing in this sepulchre and reading that account the whole scene can be clearly visualised and understood.

THE EASTER STORY IN ART

How Master Sculptors Recorded the Passion: Some Remarkable Exhibits at the Victoria & Albert Museum

THE VIRGIN AND ST. JOHN: A sixteenth-century sculptural work in boxwood from the Netherlands shown in the Victoria and Albert Museum's Exhibition, "Style in Sculpture," which is now being held in the main entrance-hall of the Museum and is attracting much admiring attention. This piece belongs to the period when Gothic art was giving way to the ideas of the Renaissance, and a freer and more personal treatment was accorded to religious themes. St. John's part in the Easter story reveals him as one of the most zealous, eloquent, and faithful of Christ's followers. John was present at the Last Supper and the Trial of Jesus. He stood by the Cross, and into his care Jesus committed His mother. According to tradition, after the death of Mary, John settled in Ephesus and lived to a great age

CHRIST UPON THE CROSS: This superb fragment from an ivory crucifix is Italian work of the fourteenth century and is another of the remarkable exhibits at the "Style in Sculpture" Exhibition at the Victoria and Albert Museum. The work belongs in spirit to the Gothic era of the thirteenth century, when the Italians of crusading days had not yet succumbed to the decadence of the fourteenth century, and when a new, leisured class grew up in Europe with nobility of mind giving place to worldliness

MOURNING OVER THE DEAD CHRIST: A group illustrating the freer and more personal treatment accorded to religious themes by the Renaissance artist as compared with his Gothic predecessor. It is the work of Donatello, the pioneer of romantic sculpture and one of the world's greatest modellers in bronze. As the century progressed, Renaissance art lost much of this directness of style, becoming much more complex

***On left*—A BAROQUE VERSION OF THE EASTER TRAGEDY:** "Lament Over the Dead Christ," by Alessandro Algardi, an Italian sculptor of the seventeenth century, whose sculptures in wood were much admired in their day. Among Algardi's most important works were the great bas-relief in St. Peter's, Rome, representing Pope Leo going to meet Attila, and the Martyrdom of St. Paul. Algardi spent much time restoring ancient sculptural relics

ANTI-COMMUNISM GROWS in ITALY and TRIESTE

THE ELECTION CAMPAIGN OPENS IN ITALY: Signor Togliatti, the Italian Communist leader, addressing his followers in the Cathedral Square, Milan. As he spoke, a train arrived at the Central Station bringing 1,200 prisoners of war from Russia. Many of the men told lurid tales of life in Soviet camps

THEY HAD A MESSAGE FOR THE FOLKS AT HOME: When these Italian ex-prisoners of war arrived at the Central Station, Milan, from Soviet Russia they were full of criticism of their treatment in the prison camps, and refused to listen to the Communist propagandists who were sent to greet them. Their arrival had coincided with a Communist rally in the city

A MOMENT OF REUNION: Returning prisoners of war searching for their relatives on the Central Station, Milan. The Communists chose this ill-timed moment to attempt to address the new arrivals, but they were shouted down, and one speaker was roughly handled by the impatient crowd

"MOTHERS, BELIEVE YOUR SONS, WHO HAVE EXPERIENCED WHAT IT MEANS": Italian prisoners of war returning from Russia chalked this notice on their railway carriage to show how strongly they felt against Communism. A picture taken as the train steamed into Milan when that city was in the throes of the first Communist drive in the General Election campaign. The trend of opinion in Italy would seem to be drifting away from the extreme Left and there has been an alarming tendency to support the new leader, Giannini, whose neo-Fascist sympathies would seem to be beyond doubt. At the coming election Italy, besides choosing her future Government, is also asked to decide on the future of the monarchy, a Referendum being held to decide whether the House of Savoy shall remain

PUTTING FORWARD THEIR POINT OF VIEW: *On left and right*—**Citizens demonstrating in Trieste for the return of the port to Italy. At the time of the demonstration the International Boundary Commission was visiting Trieste**

The recent visit of the International Boundary Commission to Trieste gave an opportunity both for the supporters of Italy and of Yugoslavia to give vociferous demonstrations of their point of view, and the pro-Italians, with their flags and banners, certainly equalled their opponents in the field of propaganda. Having completed its task, the Boundary Commission left Trieste last week. It was reported that one of the two Russian delegates remained on in the city. Meanwhile, stricter measures were adopted to prevent the passage of unauthorised persons between Yugoslavia and Trieste

THE POLITICAL PERSUADER: Pro-Italians in Trieste claim that this steel and rope instrument is used by the supporters of Tito to obtain the "enthusiastic adhesion of the people of Trieste to the new Yugoslavia"

The SHAPE of SHIPS TO-DAY

Radar and Other Scientific Equipment Has Transformed the Appearance of Our Modern Fleets

Of late years remarkable changes have taken place in the fighting ships of every Navy in the world, and one glance at the battleship, cruiser or destroyer of to-day is sufficient to convince the onlooker that the modern warship presents a massive silhouette, almost wholly with regard to its superstructure, that is of very recent origin.

The reasons for these radical changes in design are many and varied. Methods of gunnery have made the most astounding strides, thanks largely to the employment of radar, and it is now necessary to house within the superstructure of a warship radar transmitting and receiving apparatus for laying guns on unseen targets, both on the surface of the sea and in the air.

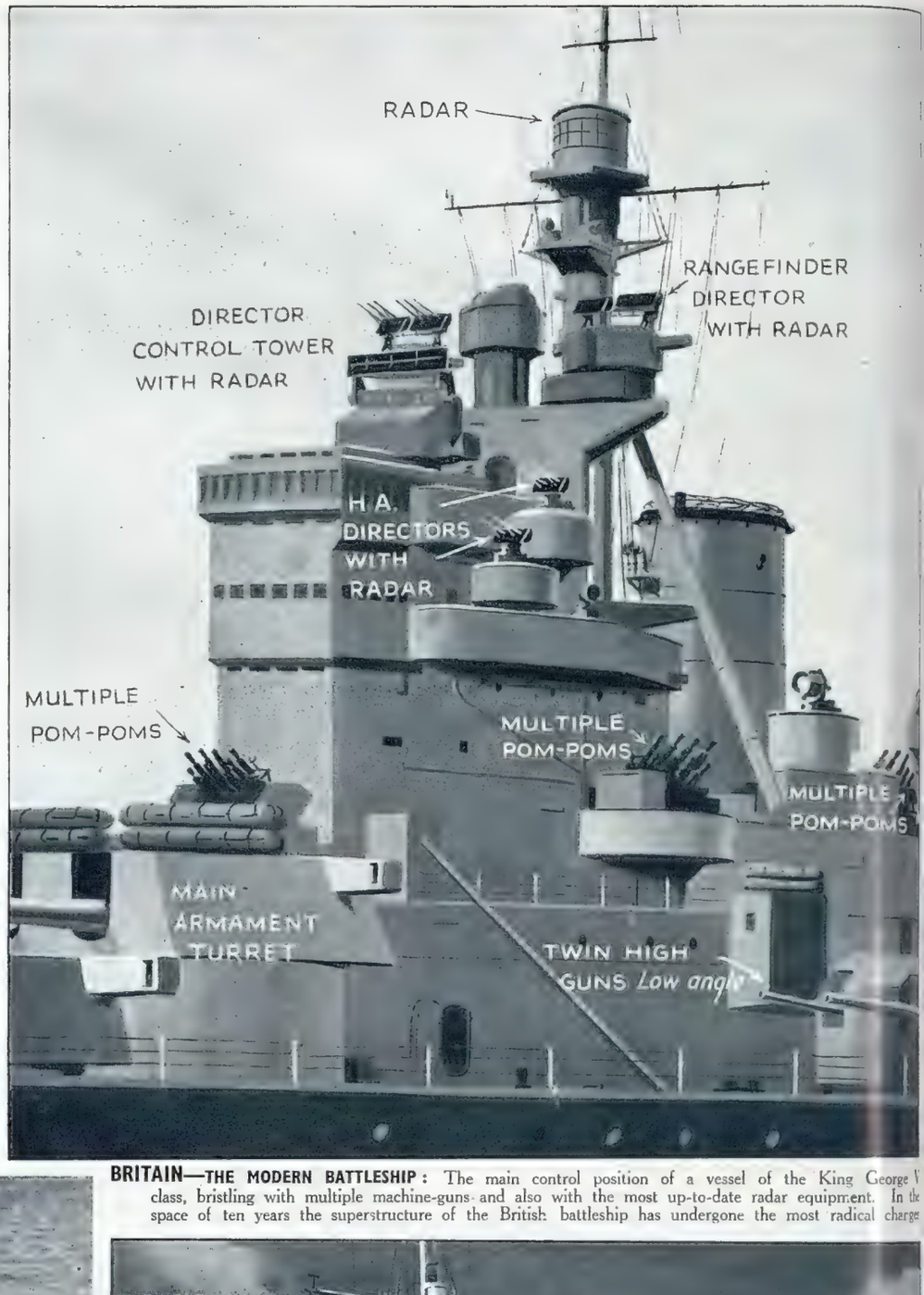
Incorporating this radar apparatus in the "fighting top" of a battleship is task enough; but to do a similar job in a cruiser or destroyer must indeed present problems of magnitude to the harassed naval architect.

This, however, is only one reason for the new silhouette that is now becoming familiar on the high seas.

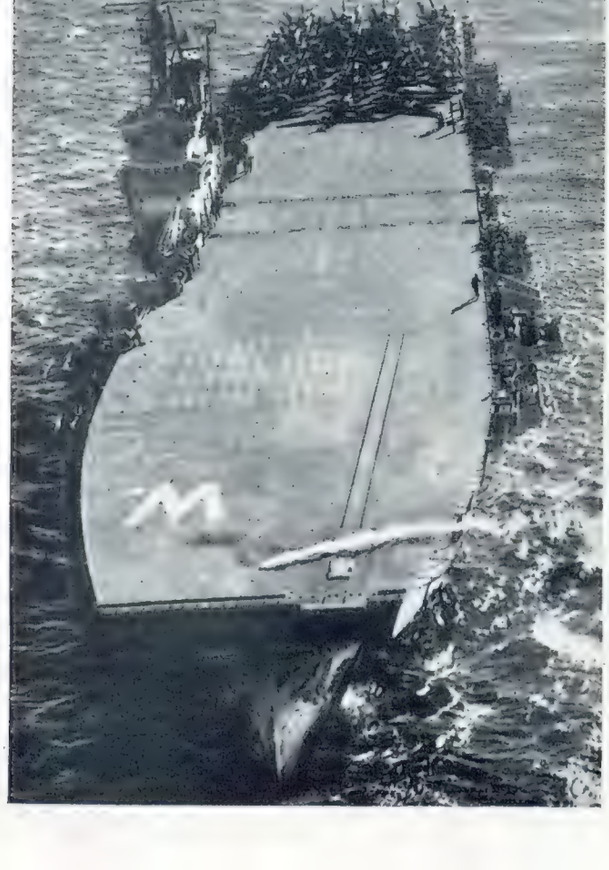
There is another and equally potent reason, perhaps, in the fact that the modern warship is vulnerable from the air in a way that only slightly affected the warship of 1914-18. Nowadays, the provision of turrets for multiple anti-aircraft guns is a prime necessity and a not inconsiderable addition to the vessel's bulk.

Perhaps the most changed naval vessel is the cruiser, and to compare the old County-class ships with the modern *Superb* is a revelation indeed. The slender lines of the 1920's will undoubtedly never return.

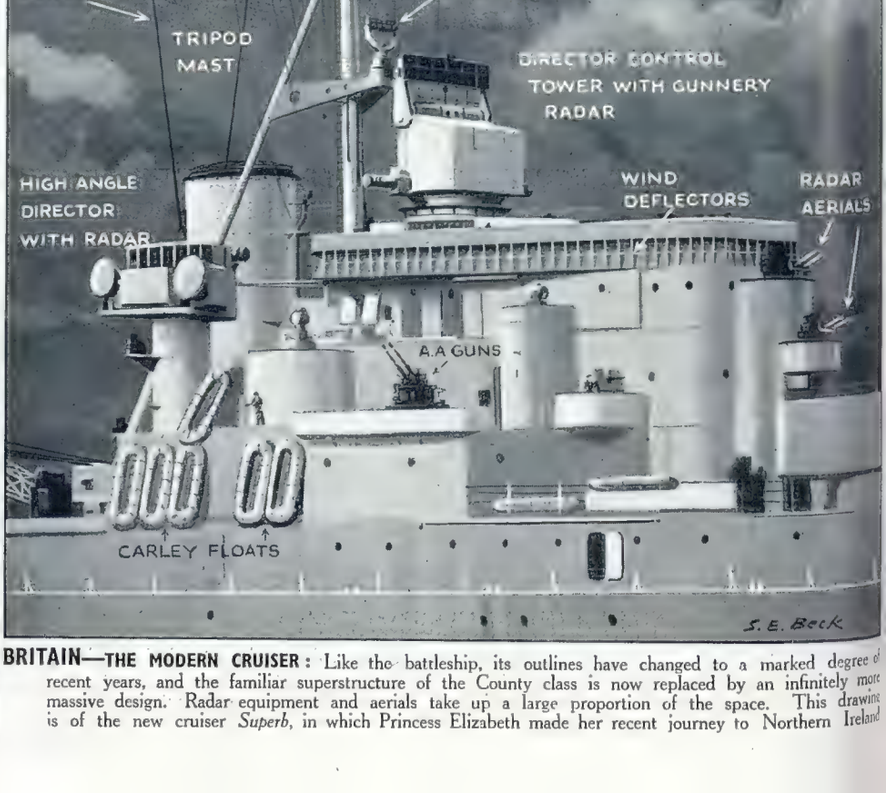
Of particular interest is the "fighting top" of the French battleship *Richelieu*, which presents many unusual features, and evidences to what an extent the armoured control tower of the battleship has grown in size and complexity, and has emerged from the days when Nelson, with no protection around him, stood exposed upon the quarter-deck.



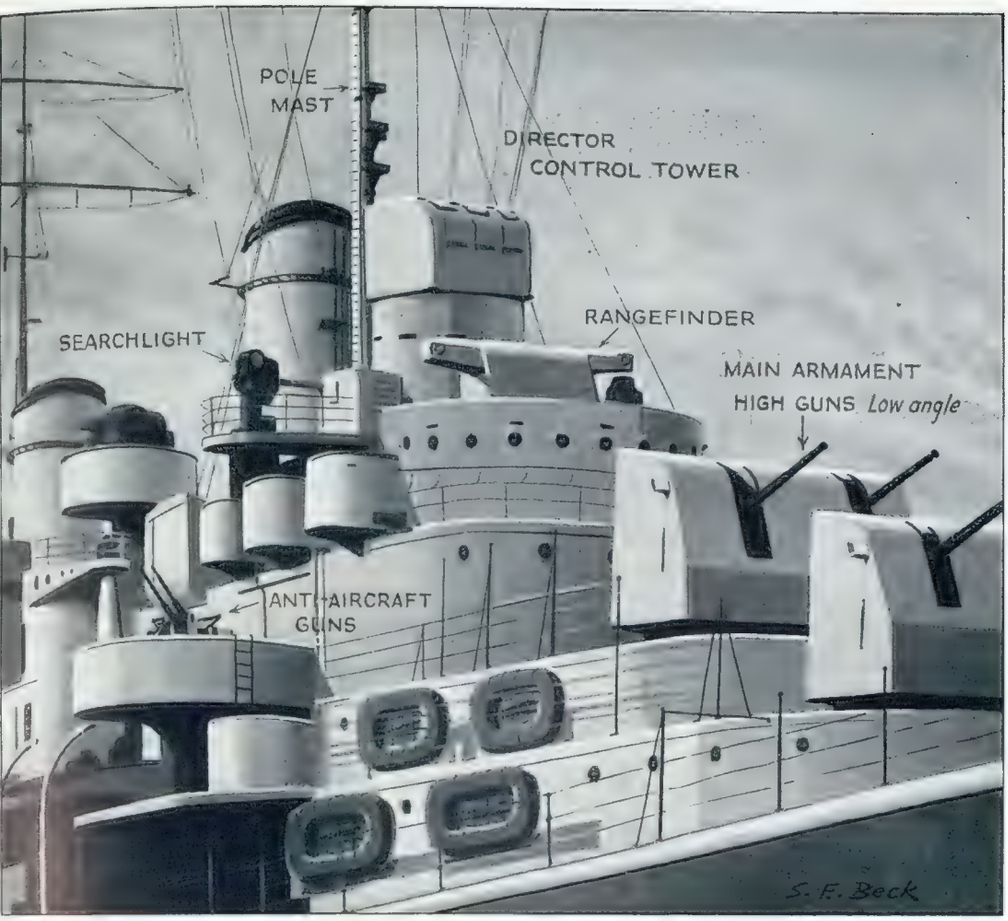
BRITAIN—THE MODERN BATTLESHIP: The main control position of a vessel of the King George V class, bristling with multiple machine-guns and also with the most up-to-date radar equipment. In the space of ten years the superstructure of the British battleship has undergone the most radical change



***Below*—THE SPEARHEAD OF THE POST-WAR FLEETS:** The 18,000-ton aircraft-carrier *Warrior*, now a unit of the Royal Canadian Navy, seen as she entered Canadian waters for the first time. On her flight-deck were assembled some of the Seafires and Fireflies constituting her main armament. Her superstructure, confined to the starboard side of the ship, occupies the minimum of space and is in marked contrast to the massive turrets of the latest cruisers and battleships



BRITAIN—THE MODERN CRUISER: Like the battleship, its outlines have changed to a marked degree of recent years, and the familiar superstructure of the County class is now replaced by an infinitely more massive design. Radar equipment and aerials take up a large proportion of the space. This drawing is of the new cruiser *Superb*, in which Princess Elizabeth made her recent journey to Northern Ireland



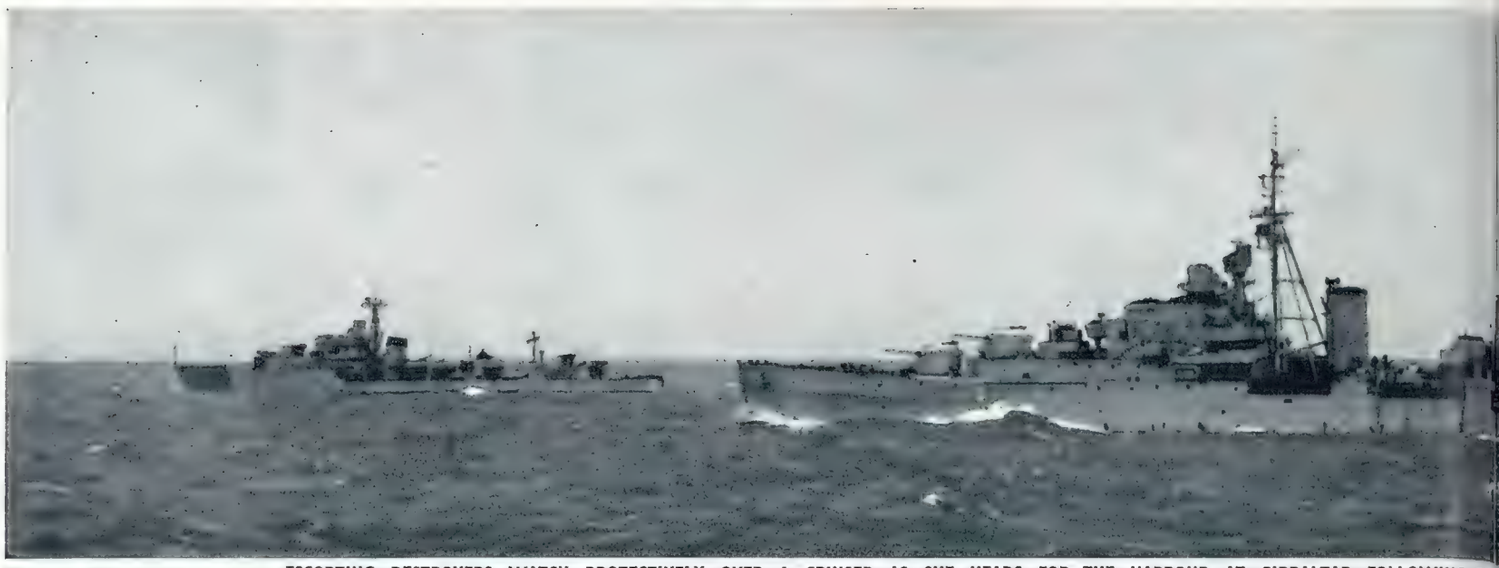
AMERICA—THE CRUISER "ATLANTA": Design in the United States Navy has also undergone marked changes during the war years, and, if anything, the superstructure of the *Atlanta*, a 10,000-ton cruiser of the Cleveland class, is more massive than that of H.M.S. *Superb*, one of Britain's latest warships. Such a mass of equipment has to be incorporated in a small area that the ingenuity of the naval architect must indeed be tested

FRANCE—THE BATTLESHIP "RICHELIEU": More spectacular than any warship in the silhouette of its "fighting top" is the 35,000-ton flagship which recently returned to Toulon after seeing service in the Far East. In the *Richelieu*, gun positions, range-finding positions and look-out posts are ranged tier upon tier, giving an air of massive strength

A U.S. DESTROYER: The superstructure of the *Cone*, which belongs to the American Squadron in British waters. A picture taken when the vessel arrived at Southampton on a recent courtesy call. An inspection of the "fighting top" of the *Cone* shows radar receiving and transmitting equipment occupying a large share of space

When the French battleship *Richelieu* sailed recently into Toulon Harbour at the end of her strange career of war service, during which her guns had defended Dakar against the Allies and she had fought in the Pacific on behalf of the cause she had once attacked, there were many who remarked on the appearance of massive strength exhibited by this great vessel. The *Richelieu* is indeed in every way a remarkable battleship, and the immense size of her superstructure evidences very clearly the modern trend in design. After the *Richelieu* was taken over at Dakar by the Free French forces she was sent to New York for a refit, and it was in America that she was prepared for her service in the Pacific in the closing stages of the war. Among other vessels of special interest illustrated on these pages are the *Helena* and the *Cone*, which are now operating in British waters as part of the American Squadron. Only last week they paid a goodwill visit to Southampton, and there was a civic reception in honour of the officers and men. The *Helena* was recently at Gibraltar, where she was on hand to receive the U.S. battleship *Missouri* when the latter was en route to Turkey bearing the remains of the late Turkish Ambassador in Washington

THE SHAPELY BOWS OF THE "HELENA": The flagship of the American Squadron in British waters seen as she tied up in Southampton on arrival for her recent courtesy visit. At the masthead is a circular radar aerial, and below the cross-trees is part of the radar receiver



ESCORTING DESTROYERS WATCH PROTECTIVELY OVER A CRUISER AS SHE HEADS FOR THE HARBOUR AT GIBRALTAR FOLLOWING THE travelling at speed after completing a complicated series of exercises during which a torpedo attack was made on H.M on the information provided by radar plots. The manœuvres also included aerial co

RADAR IN ACTION

On the Spring Manœuvres of the HOME FLEET

During the Spring Cruise of the Home Fleet, which included elaborate manœuvres in the Bay of Biscay, the uses of radar equipment as a defensive and an aggressive weapon were amply demonstrated.

In the course of the manœuvres H.M.S. *Nelson*, wearing the flag of Admiral Sir Neville Syfret, was attacked both by destroyers and Mosquitoes. Both against surface craft and aircraft it was shown how a modern battleship could obtain early warning of hostile approach and take the necessary measures in adequate time.

By means of the early-warning set a constant watch can be kept through 360 degrees of bearing and over a range of many miles, and the battleship can receive warning enough to allow her gunners to take action stations. A radar set can get on target and report back to the control-room in a matter of seconds. The anti-aircraft guns can then link up with radar and follow the target unseen, the first shots being fired as the enemy comes into range.

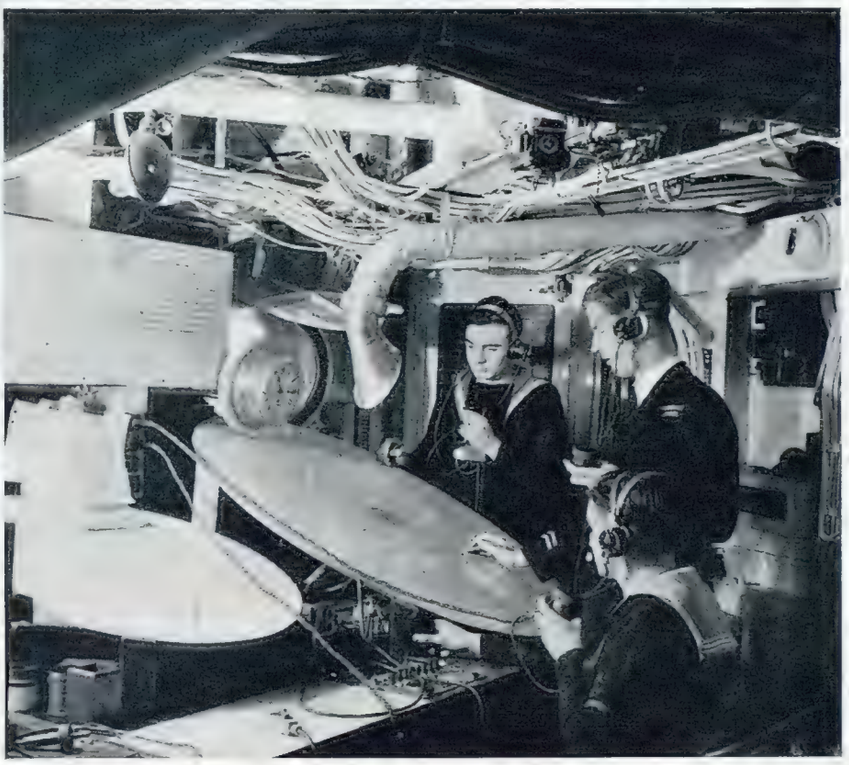
H.M.S. "NELSON" AT THE ROCK: Looking across one of the gun turrets of the flagship of the Home Fleet as she sailed past Gibraltar during the Spring Cruise. On the extreme right is Europa Point

THE HOME FLEET RESTS AT GIBRALTAR: A picture taken after H.M.S. "Nelson" and her escorting destroyers had entered the harbour following the conclusion of the exercises in "the Bay." The visit enabled members of the crews to enjoy a spell of shore leave

ADMIRAL SIR NEVILLE SYFRET AND MEMBERS OF HIS STAFF IN H.M.S. "NELSON": A picture taken during a dramatic moment when the battleship was being subjected to mock torpedo attack

G MANŒUVRES IN THE BAY OF BISCAY: The vessels are here seen Nelson," in consequence of which she took avoiding action based ion on an elaborate scale

GIVES EARLY WARNING OF HOSTILE AIRCRAFT: An operator sits before his cathode tube and calls the approximate angle and bearing of any aircraft in the vicinity that has not already been plotted as "friendly." Radar is also used to locate neighbouring vessels



PLOTTING THE ANGLES AND BEARINGS OF APPROACHING AIRCRAFT: The Flight Directive Officer stands before his circular plotting-board and marks the minute-to-minute positions of planes that have been picked up by the radar early-warning set. During the spring manœuvres a Mosquito attack was made on H.M.S. "Nelson," thus testing this elaborate system of control under conditions of stress

NDAY MORNING DIVISIONS IN THE FLAGSHIP OF THE HOME FLEET: The scene aboard H.M.S. "Nelson" as she cruised southwards past the coast of Spain. This was the "Nelson's" last important trip, and Admiral Syfret transfers his flag to H.M.S. "King George V"

FOLLOWING THE COURSE OF SURFACE CRAFT IN THE PLOTTING-ROOM OF H.M.S. "NELSON": As the reports come from the radar receiving set, plots of bearing and range are made and, an approximate future position being established, based upon the speed of the approaching vessel, the guns can be laid on the target with deadly accuracy

YACHTS ON THE SOLENT AGAIN

And Other News from the Sea

APRIL ON THE SOLENT—THE YACHTS AND MOTOR-BOATS TAKE ADVANTAGE OF THE COMING OF SPRING: A week-end scene in the narrow waters between the mainland and the Isle of Wight, where yachting enthusiasts are once again appearing in force and the Island Sailing Club has already held its first meeting—*Drawing by Montague Dawson*

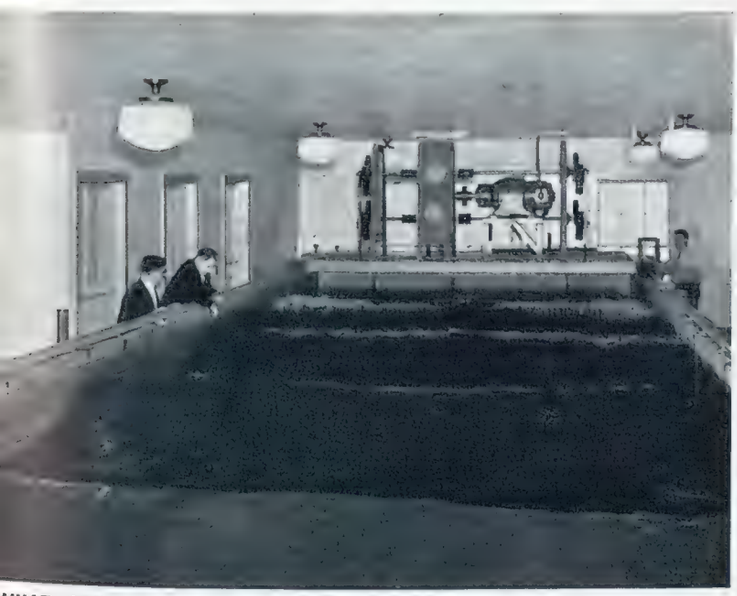
After six lean seasons, yachting is already coming into its own again, and during the recent spell of warm weather sailing-boats and motor-boats have been appearing in increasing numbers in the pleasant waters of the Solent. Many craft, which have been put away during the war years and carefully preserved from the ravages of damp, are now once again in commission; but enthusiasm in the yachting world has received a distinct blow as a result of the recent announcement by the Customs authorities that all new sailing craft, from the pram dinghy to the most luxurious yacht, are subject to 33⅓ per cent. purchase tax. Motor-boats are not subject to this impost, and as a result there has been a storm of protest among sailing men, as they feel they are the victims of unfair discrimination. No mention of purchase tax in relation to sailing-boats was made until March, and it is possible that, as a result, orders for craft now under construction may be cancelled. The Council of the Yacht Racing Association has already taken the matter up, and an approach was made recently to Mr. Dalton on the subject. Notwithstanding current difficulties the Island Sailing Club at Cowes held a pre-Easter meeting, when races were sailed by international 14-ft. dinghies

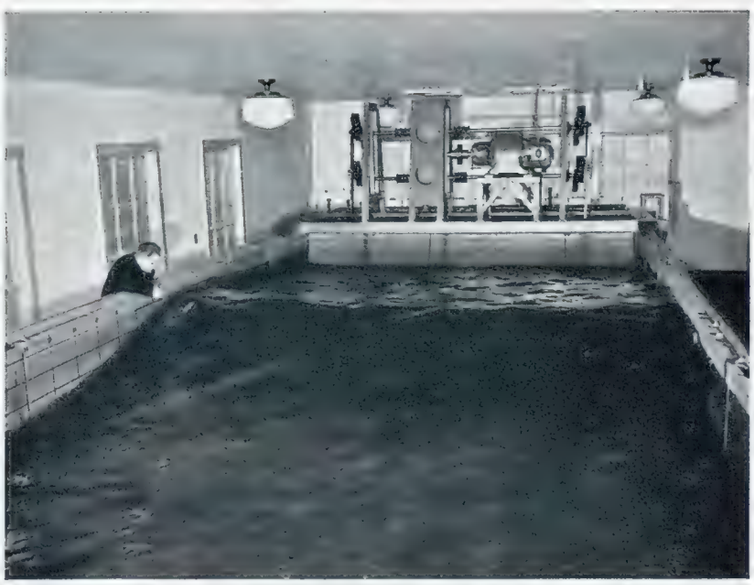
WHITE WINGS ON MEDITERRANEAN WATERS—ARAB FISHING-BOATS, THEIR SAILS BILLOWING IN THE GENTLE OFFSHORE BREEZE, TACK HOMEWARD IN THE TRANQUIL SEA AT THE ENTRANCE TO THE SUEZ CANAL: A springtime scene in the Eastern Mediterranean, where these vessels play such a large part in the coastal carrying trade and not seldom do their share of smuggling between the coasts of Egypt and Arabia. The two craft in the foreground have a jib and mainsail but no mizzen, thus adding considerably to the task of the helmsmen. Being wide in the beam, however, they sail steadily under normal conditions

HE "GAY MARY" RUNS HER TRIALS: This smart sea-going yacht, which is seen in action on Oulton Broad, is the prototype of a two-berth cruiser now being produced by a Lowestoft firm of yacht builders and recommended for coasting, being of notably sturdy construction

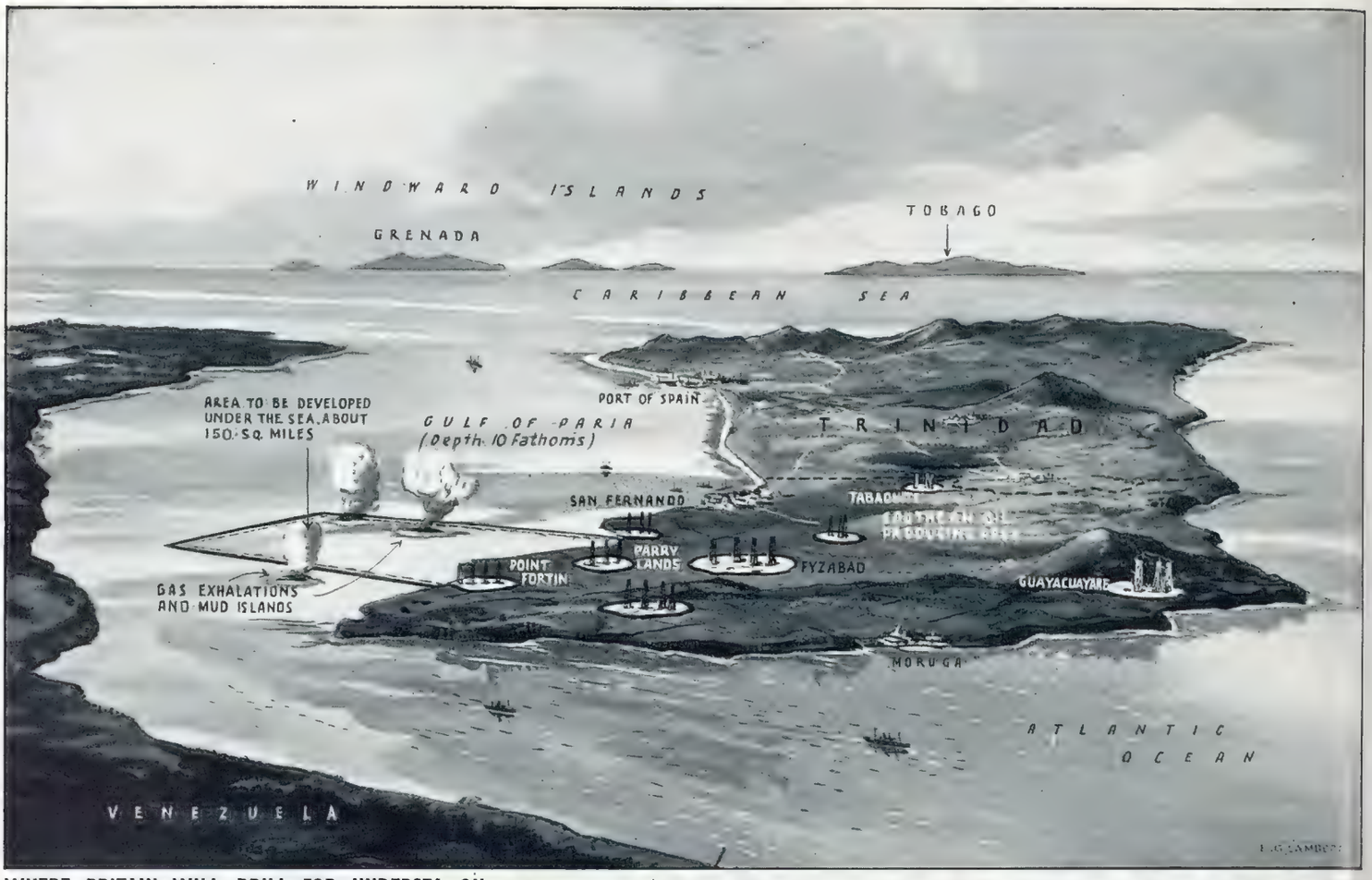
THEY RAN THE GAUNTLET OF THE NORTH SEA: A Norwegian fishing-boat, one of many which smuggled escaping patriots from Norway to Britain during the war years, being hoisted back into the water at Aberdeen. A number of these adventurous craft have been lashed to military landing craft, and in due course they will be returned to their home ports. Some of them are much in need of repair, having lain for several years neglected near the entrance to Aberdeen harbour dock gates. They are badly needed in Norway, however, to augment the fishing fleets. Another escape route used by Norwegians was on foot over the mountains into Sweden, where many were interned

On left—The *Gay Mary* is a fine example of the modern sea-going yacht, but it would appear that it comes under the new purchase-tax levy of 33⅓ per cent., an addition to the cost of yachts that has been made the subject of a Parliamentary petition. The *Gay Mary* is Bermuda-rigged and is equipped with an auxiliary engine. There is ample sleeping accommodation for two, and the cabin is commodious





WHAT ARE THE WILD WAVES SAYING?—WARTIME OCEANOGRAPHY SERVES AS A NEW TOOL IN PREDICTING WEATHER: Two pictures taken at the Woods Hole Oceanographic Institution, Massachusetts, where machinery is used for the artificial generation of waves. As the waves roll down the concrete pool, they are measured on the grids painted at the side. From the resultant data oceanographers were able to obtain much valuable information during the war years, and it was possible to forecast what the height of waves would be on enemy beaches when planning amphibious operations. In peacetime the information can also be put to highly practical use, as wave data is a help in predicting weather. The research at the Institution has also revealed a method by which the exact depth of shallow water can be determined from aerial photographs. This discovery will, of course, play an important part in future survey work. The equipment for this experimental tank was made by the Army Engineers' Beach Erosion Board in Washington, D.C. It proved of particular value during the storming of Leyte, in the Philippines, when satisfactory conditions for the operation were predicted with confidence, despite the fact that a typhoon had passed through the area only three days previously and prospects were threatening



WHERE BRITAIN WILL DRILL FOR UNDERSEA OIL—THE SHALLOW WATERS OF THE GULF OF PARIA, BETWEEN TRINIDAD AND THE MAINLAND OF SOUTH AMERICA: Altogether about 150 square miles of the ocean bed will be surveyed and the area of research will extend more than 10 miles out to sea. The absence of strong tides and currents particularly favour the attempt—*Drawing by E. G. Lambert*

OIL FROM THE SEA

British Companies Plan to Survey and Drill 150 Square Miles of Sea-Bed Off the Coast of Trinidad

The first British attempt to drill for oil under the sea is being started in the Gulf of Paria, between Trinidad and the mainland of South America, and upon the results and experience gained in this Trinidad experiment British companies will judge whether it is worth while to exploit the sea concessions granted by the Government of the Bahamas.

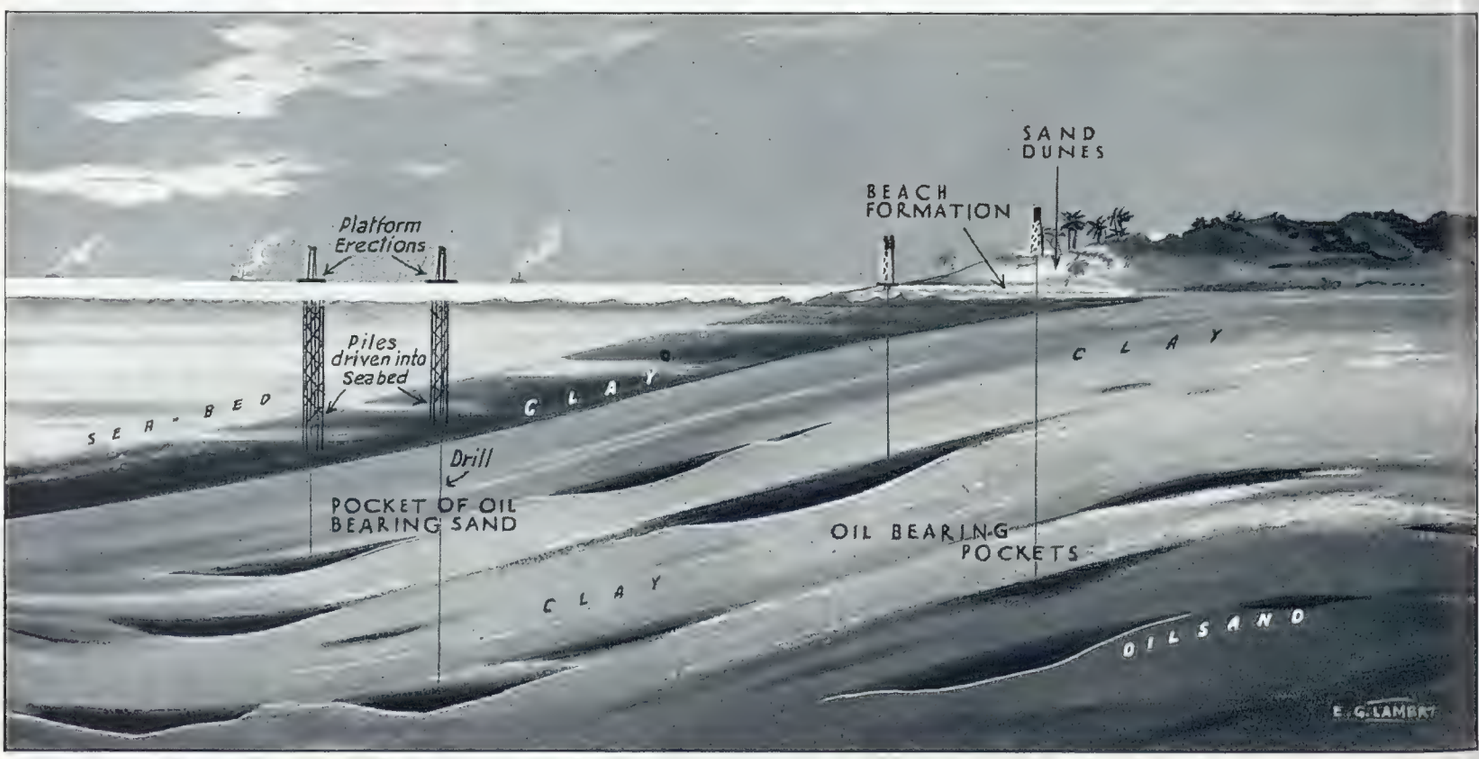
Three of the biggest British oil companies are financing the Trinidad attempt, and all the scientific instruments for an underwater geophysical survey have been assembled on the island.

Drilling for oil under the sea has been tried before, notably in the Gulf of Maracaibo, on the western boundaries of Venezuela, where a number of wells some miles out from the coast at sea-depths up to 60 ft. are producing oil; in the Gulf of Seria, off Borneo, where piers have been built out from the shore; and off Baku, in the Caspian.

The new attempt will, however, be on a far bigger scale than anything tried previously. Though preliminary work will be concentrated on inshore areas round the western coast of Trinidad adjacent to established oilfields, later surveys will cover a sea area of 150 square miles, extending more than 10 miles out towards the South American mainland.

The shallow water of the Gulf of Paria, much of which lies within the 10-fathom line, and the absence of strong tides and currents are favourable to the attempt, and the engineers in charge of the work are satisfied that drilling and piping will not present exceptional difficulties.

"In this type of undersea production," writes a correspondent, "sometimes it is cheaper to run out jetties or piers upon which derricks and rigs can be erected and along which pipelines can be set up and material can be conveyed. In deeper water, or where navigation would be obstructed by long jetties, the drilling machinery is erected upon broad platforms supported by rigid framework structures fixed to piling, all suitably braced to resist wind and water influences. Supplies and necessities are then conveyed to the drilling wells in barges. Any oil struck would be flowed or pumped through submarine pipelines to shore installations."



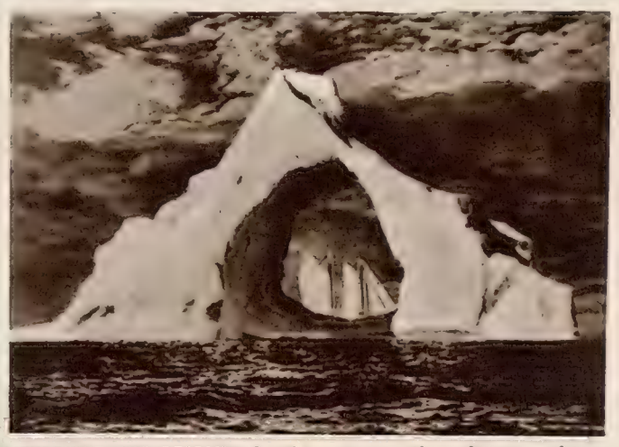
DRILLING INTO THE OIL-BEARING SAND OF THE GULF OF PARIA: A diagrammatic drawing showing how the oil companies may carry out the task of producing oil from the sea-bed off the coast of Trinidad. Permanent platforms may be constructed and on these derricks and rigs can be set up, piles being driven down into the sea-bed through the shallow water. Any oil struck would be pumped to shore installations through submarine pipelines—*Drawing by E. G. Lambert*

When the BERGS DRIFT SOUTH

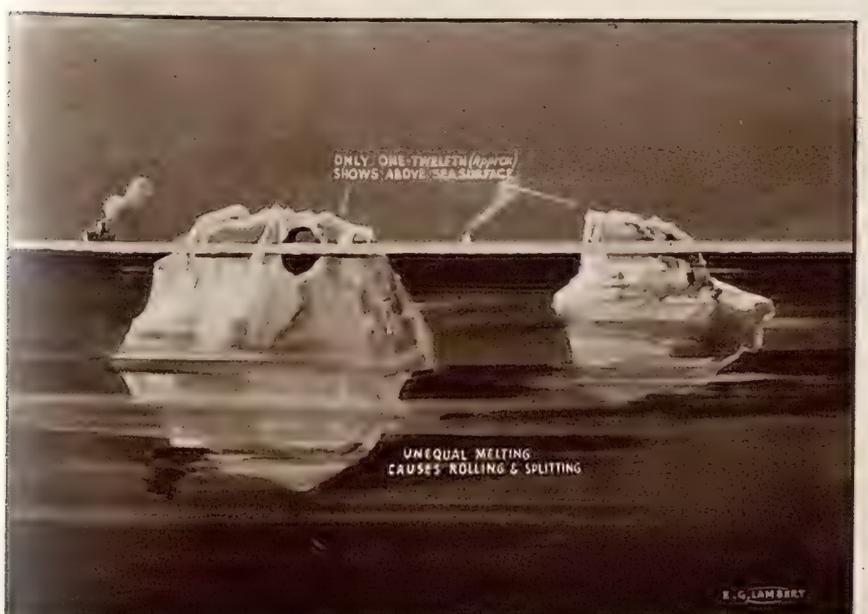
The Work of the Atlantic Ice Patrol

THE ATLANTIC ICE PATROL IN ACTION—SURFACE VESSELS AND FLYING-BOATS CO-OPERATE IN THE HUNT FOR THE SOUTHWARD-DRIFTING BERGS: A diagrammatic sketch showing the area of the Newfoundland Banks where from April until early July a constant watch must be kept by the American and Canadian Coastguard services. Radar now plays an important part in spotting the icebergs—*Drawing by E. G. Lambert*

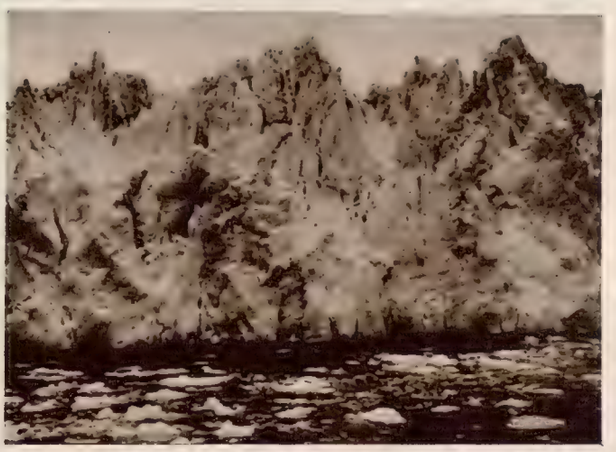
The annual springtime ice patrol, which has now been resumed after the interruption of the war years, calls for ships of an especially sturdy character and for a high degree of co-operation between these surface craft and the flying-boats which are also employed in spotting the icebergs in their southward drift. It is at this season that the great bergs come into being, calving from the glaciers along the northern part of Labrador and the indented coasts of Baffin Land. They float down into the Atlantic, accompanied frequently by considerable masses of broken pack-ice, and constitute a serious menace to all shipping. To-day so many ships are radar-equipped that the risk is lessened, but, even so, the information provided by the patrol must be the means of saving many lives



PICTURESQUE BUT DEADLY: A schooner seen through a gap in a "Bridge" iceberg drifting south along the coast of Greenland



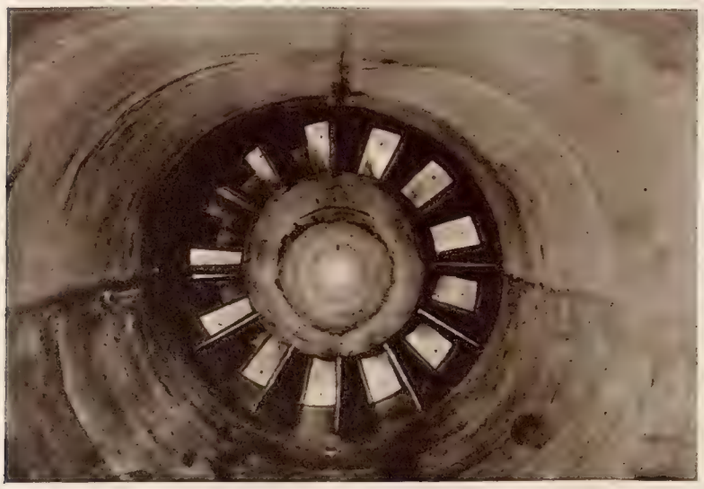
THE UNSEEN MENACE OF THE ICEBERG: Approximately only one-twelfth of an iceberg shows above the surface, and therein lies its greatest danger on the Atlantic shipping lanes. In the berg on the right it will be seen how part of the underwater portion projects in a knife-like spur capable of cutting through any ordinary ship's plating. It was this circumstance, it is said, that sealed the fate of the "Titanic"—*Drawing by E. G. Lambert*



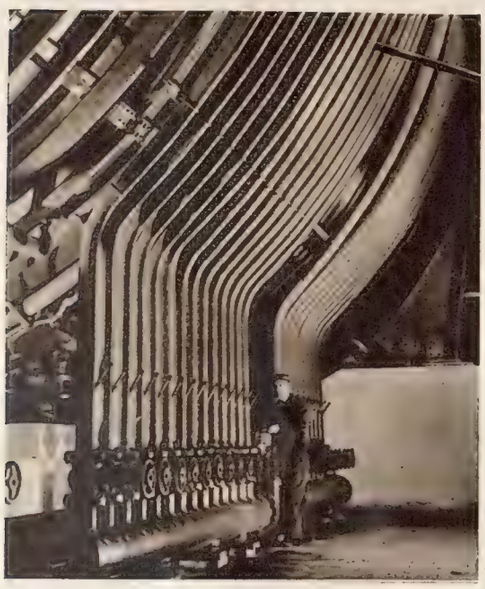
A GREAT GLACIER OF THE NORTH AMERICAN CONTINENT: It is from these vast formations that the icebergs break off, floating down to the stretch of sea immediately to the east of Newfoundland. Most of the bergs carry some morainic matter

THE WIND-TUNNEL AND THE ATOM-SMASHER

And Other Subjects of Scientific and Natural Interest



THE FAN WHICH PRODUCES AIR SPEEDS UP TO 600 M.P.H. : Part of the equipment in the new high-speed wind-tunnel at the Royal Aircraft Establishment, Farnborough. Actual aircraft are not tested with this apparatus, but aircraft parts and quarter-size models of planes can be exposed in the tunnel to stresses and strains equal to anything that they might encounter in the air



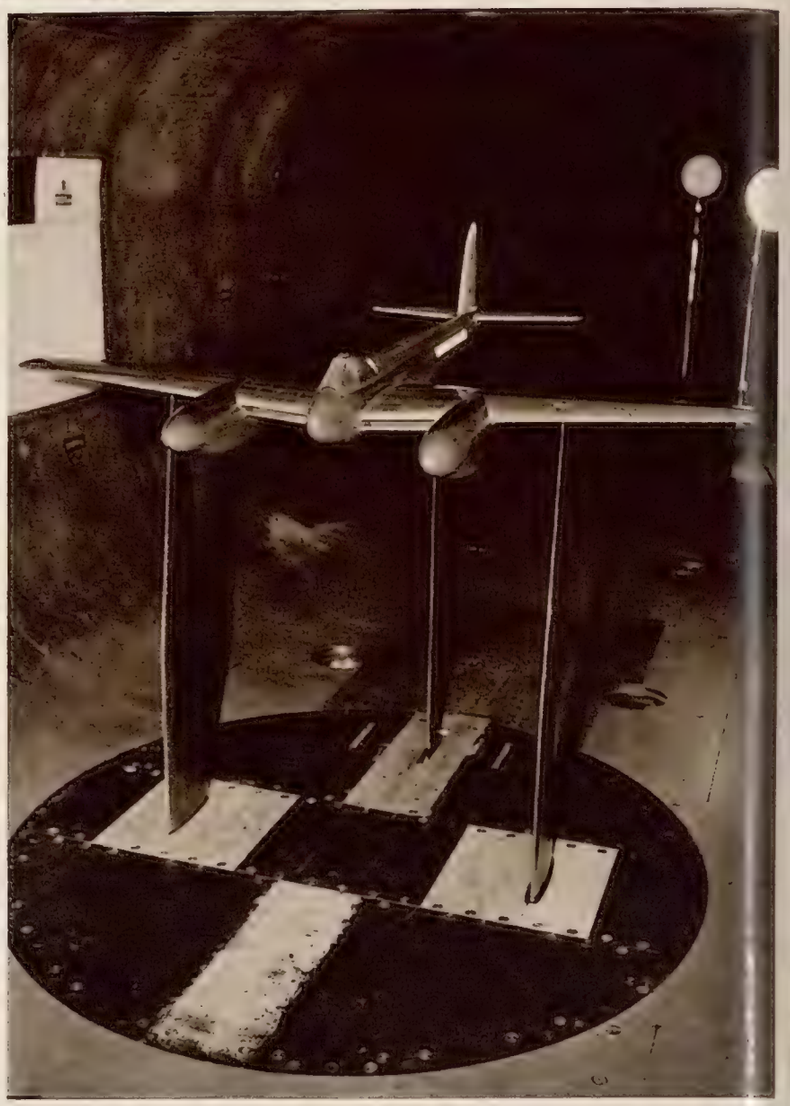
BENEATH THE FARNBOROUGH WIND-TUNNEL : Some of the pipes of the brine circulation plant which cools the shell of the 130-ft.-long wind-tunnel during experiments

In the world of aircraft production the test pilot is inevitably a key man, but if it was not for the modern wind-tunnel his task would be infinitely more complicated and more dangerous. At the Royal Aircraft Establishment at Farnborough, the new high-speed wind-tunnel is proving invaluable, being employed for testing aircraft models and parts in varying atmospheric and wind conditions similar to those that might be experienced in any part of the globe.

Work on the wind-tunnel was begun in 1938, and into its construction went over 1,000 tons of steel. The tunnel shell is 130 ft. long with a diameter of 37 ft., while its 4,000-h.p. fan is capable of producing a wind velocity of just over 600 m.p.h. During tests a tremendous heat is generated, and a special brine cooling system is in operation.

Actual aircraft are not tested in the tunnel, but it is possible to use quarter-size models, and also to make a close study of the characteristics of the airflow in relation to fuselage, nacelles, controls and stay-wires.

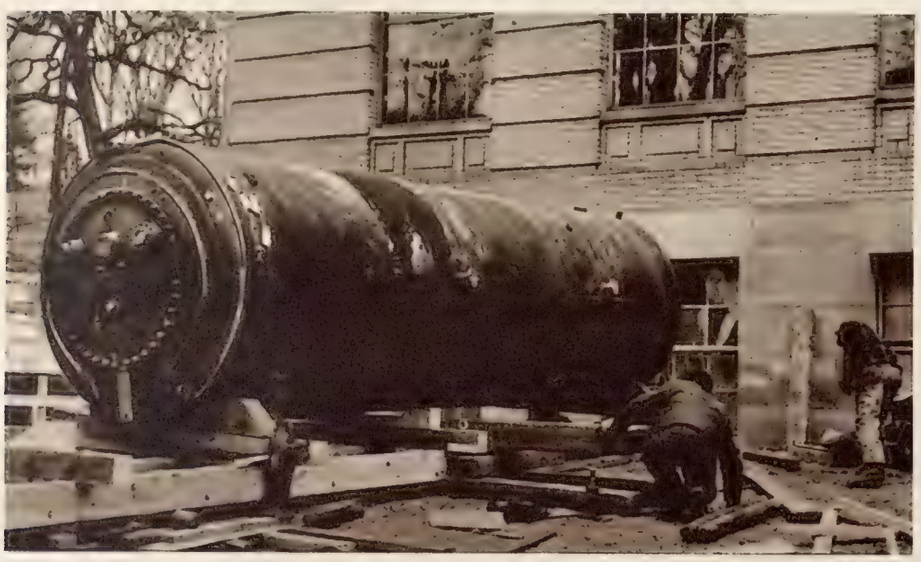
During the war such celebrated fighting planes as the Mosquito, Vampire and Meteor were all given model tests at Farnborough, and in some instances these tests resulted in important modifications.



A HORNET UNDER TEST : A model plane set up in the centre of the wind-tunnel at the Royal Aircraft Establishment, Farnborough. Characteristics of the airflow over wings, fuselage, engine nacelles and controls can all be checked in various combinations of temperature and wind speed

MEET THE PRAYING MANTIS

A DEPOSIT OF PRAYING MANTIS EGGS : These nut-like egg capsules have been fixed by the female on the stem of a plant, and above the eggs is a newly-hatched mantis. A picture from the Bronx Zoo, New York, where the praying mantis is an object of particular interest among visitors. Probably no other insect has been the subject of so many legends, largely because of the attitude of prayer in which it often holds its front legs

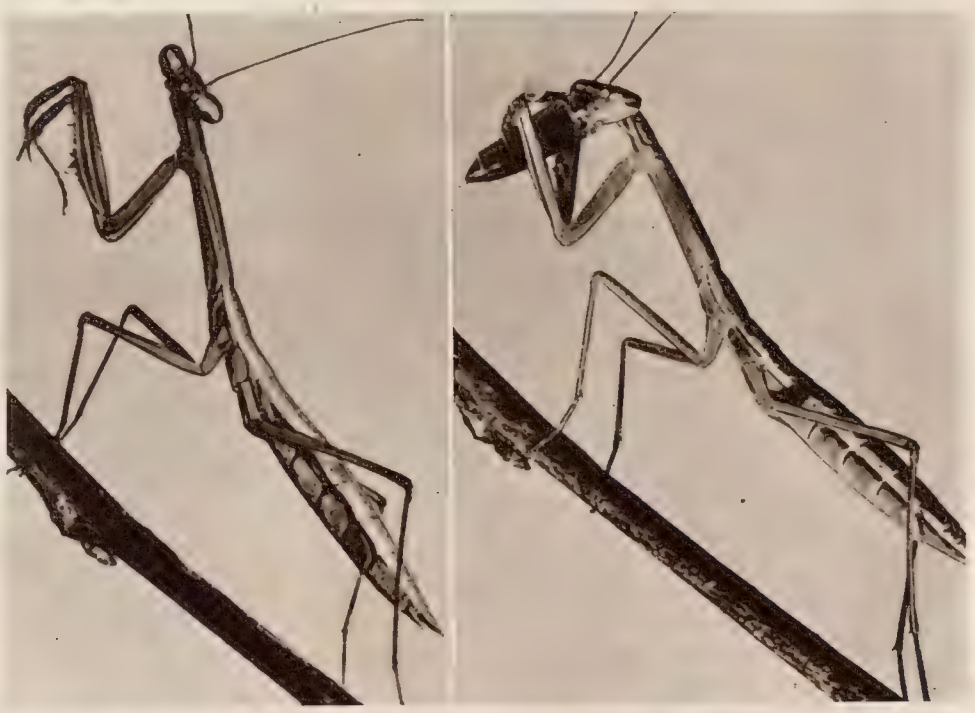


THE UNIVERSITY OF WISCONSIN'S 4,000,000-VOLT ATOM-SMASHER : The equipment being moved back into its old quarters in the basement of Sterling Hall after doing invaluable war service. In April 1943 the atom-smasher was transferred in conditions of the deepest secrecy to Los Alamos, New Mexico, where it played a vital part in atom-bomb research. Within a month it will be in operation again at Wisconsin University, providing scientists with increasing knowledge of the mysteries of nuclear physics. It was designed by Professor R. G. Herb, and is officially known as the Herb Pressure Electrostatic Generator, being capable of accelerating atom particles to nearly 4,000,000 volts energy

A GIANT FOR THE SOUTH AFRICAN RAILWAYS—ONE OF FIFTY NEW LOCOMOTIVES BUILT AT MANCHESTER AND DUE FOR SHIPMENT TO THE CAPE: Designed for long-distance haulage, it can carry ten tons of fuel and 5,650 gallons of water

Britain's export drive goes on apace, and among the larger engineering contracts now being fulfilled in the north is the construction at a Manchester works of fifty new locomotives for the South African railways. The engines are designed for long-distance haulage, having fuel and water-tank capacities suited to the long runs between Cape Town, Durban, Johannesburg and the other widely-separated cities of the Union. They are very modern in appearance and the searchlight lamp set in the streamlined shield is an impressive feature. After being completely assembled for tests, the locomotives are stripped for export. Before the war Germany was a large supplier of the South African railways

A YOUNG MANTIS IN AN ATTITUDE OF WATCHFUL WAITING: The insect, poised on the finger of a curator at the Bronx Museum, New York, looks with anticipation upon a choice portion of caterpillar



THE PRAYING MANTIS IN ITS CELEBRATED ATTITUDE OF PRAYER: Two more pictures from the Bronx Museum, New York, showing the insect ready to pounce upon its live insect food. The front pair of limbs is very peculiarly modified, the strong third joint bearing on its curved underside a channel armed on each edge by strong movable spines. Into this groove the stout tibia is capable of closing like the blade of a penknife, its sharp, serrated edge being adapted to cut and hold

It was nearly fifty years ago that the first praying mantis was found in the United States, having entered the country as a stowaway from the Orient. At first it was regarded with suspicion, but the nature of the insect having been established, it was encouraged to breed and multiply at the Bronx Zoo, where the accompanying remarkable pictures were taken. The praying mantis is really one of the tigers of the insect world and, when its half-opened fore-limbs are held outwards in the characteristic devotional attitude and it rests motionless on its four posterior limbs, it is a signal that it is about to strike. The front pair of limbs, which are very peculiarly modified and have the action of pocket-knife blades, are deadly in their effect, and, by using them, the mantis destroys great numbers of flies, grasshoppers and caterpillars. The larger South American species even attack small frogs, lizards and birds. They are very pugnacious, fencing with their sword-like limbs, "like Hussars with sabres," the larger frequently swallowing the smaller and the females the males. The Chinese keep them in cages and match them in the manner of fighting cocks. The green coloration and shape of the typical mantis are such that the insect is concealed alike from its enemies and its prey. Certain species are capable of simulating leaves and flowers, thus attracting their prey, and there is one species which, when standing upon the ground, deceptively imitates in shape and hue of a greenish-white anemone tinted at the edges with rose. A Brazilian species exactly resembles the white ant it preys upon. The eggs of the praying mantis are deposited in large masses, 300 to 400 at a time, and they will often be found attached to the smaller branches of a tree. The eggs are deposited in rows, standing almost vertical, and are enveloped in a frothy substance which hardens to a tough, spongy case. As the glandular secretion is poured from the tip of the female's body, it is full of air bubbles, which serve as non-conductors of cold, protecting the eggs throughout the winter season

ITS FATE IN THE BALANCE—WENTWORTH WOODHOUSE, ROTHERHAM, THE LARGEST PRIVATE RESIDENCE IN ENGLAND, WHICH LORD FITZWILLIAM HAS OFFERED TO THE NATIONAL TRUST, TOGETHER WITH THE PARK AND GARDENS : Meanwhile, the place has been the subject of a bitter controversy on account of the requisitioning of many acres of the Park for open-cast coal-mining. Mr. Shinwell hopes to retrieve further large tonnages from the area

OPEN-CAST COAL WORKINGS AT WENTWORTH WOODHOUSE : A picture evidencing how the beauty of this Yorkshire estate has been marred by the vast surface excavations which approach within a few yards of the Park wall

WENTWORTH NO. 3 SITE : Typical open-cast workings which have ruined the natural beauties of Wentworth Woodhouse, near Rotherham, while at the same time yielding much-needed coal for our industrial drive. Mr. Shinwell recently visited the site, but declared at the time that little could be done to reprieve the estate. His point of view on the question has been bitterly opposed by Mr. J. A. Hall, president of the Yorkshire Mineworkers' Association. Mr. Hall has stated that the gardens are among the most beautiful in the country and that it would be sheer vandalism to proceed with the scheme for appropriating 20 acres of the garden and a further 90 acres of the parkland. The yield of coal from this area is expected to be 345,000 tons, and Mr. Shinwell has made it plain that he cannot afford to do without such an asset. Open-cast coal workings have already yielded Britain 8,500,000 tons of coal. Meanwhile, Lord Fitzwilliam has offered to present Wentworth Woodhouse to the National Trust

STORM OVER WENTWORTH WOODHOUSE

Open-cast Coal-mining Destroys a Famed Beauty Spot ; and Other News of Home Interest

AN HISTORIC CEREMONY AT LINCOLN : Lord Walkden (second from left), Captain of the King's Bodyguard of the Yeomen of the Guard, officially handing back to the Dean and Chapter Lincoln Cathedral's original copy of Magna Carta. The Charter has been absent from Britain since April 1939, when it was taken to the United States for exhibition at the World Fair. On the outbreak of war it was deemed unwise to send it back to Britain

THE PRIME MINISTER'S MISSIONARY SISTER COMES HOME : Seventy-one-year-old Miss Mary Attlee seen on arrival at Southampton in the " Carnarvon Castle " from Cape Town. Miss Attlee has spent thirty-six years working among the coloured people of South Africa. She has not seen her brother for eight years

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YOUTH TO THE FORE ON STAGE AND SCREEN

Some Notable Newcomers to the Drama

HAMLET, GERTRUDE, AND THE GHOST: Irene Sabini, Anthony Ingram, and John Ainsworth in "Hamlet." The production was recently given twice at Toynbee Hall in aid of ex-Service actors and actresses, and this picture was taken during the first full-dress rehearsal

"GET THEE TO A NUNNERY": John Ainsworth as Hamlet and Barbara Cole as Ophelia in a dramatic moment from the Reunion Theatre Guild's production of "Hamlet." The play was given recently at Toynbee Hall on behalf of the Reunion Theatre Association for ex-Service Actors and Actresses. Many members of the cast were themselves in the Services, and they had as producer eighteen-year-old Karis Mond, daughter of Lord and Lady Melchett. Miss Mond has been a student of the Royal Academy of Dramatic Art for a year, but she has shown such a flair for stage production that she was unanimously chosen as producer by her fellow-students. John Ainsworth, who plays Hamlet, was a naval commando during the war and attached to a secret special service unit operating from midget submarines. He has been picked to go to America with the Old Vic Company with which he has had previous experience

"I'LL KILL YOU!" SHE CRIED, GRASPING THE MAN BY THE LAPELS OF HIS COAT: An early-morning thrill for passers-by in Trafalgar Square. It was provided by players of the Stepney Group of the Unity Theatre, who, unable to find accommodation and needing a stage with steps, decided to rehearse their play, *They Came to a City*, at the entrance to the National Gallery. "The players are all delighted with the stage," said the producer, Lillian Fagelson, "and we shall go back to the National Gallery for more rehearsals." The police took no notice of the performance even when screams rent the air, and it seemed that murder was about to be committed

DRAMA BY THE THAMES: Carpenters pause from their work on the set to watch Maxwell Read and Eric Portman in the throes of a life-and-death struggle, with director Compton Bennett standing by. A rehearsal scene at the Hammersmith Riverside Studios, where Compton Bennett is making the film *Daybreak*. For the purposes of the film, an old-world public-house has been set up on the river-bank, and a vessel is being adapted by carpenters as a screen set. Eric Portman, who starred in *Canterbury Tale*, and has many other successes to his credit, often in macabre roles, plays opposite Ann Todd. Maxwell Read is a new find, and great things are expected of him in British pictures

A BRIGHT STAR OF THE FRENCH BALLET: Ethery Pagava in her dressing-room at the Adelphi Theatre on the first night of the Ballet from the Théâtre des Champs-Elysées, Paris. Mlle. Pagava plays the part of an acrobat in *Les Forains*, an unusual ballet with the circus as its theme. Also included in the programme is Stravinsky's *Jeu de Cartes*, which was produced in New York nine years ago but has never been seen in England. The *maître de ballet* and star dancer is twenty-one-year-old Roland Petit, who gives a most distinguished performance

The World of Books—By Vernon Fane

"THE WHITE TOWER" SURVIVES THE ATLANTIC

A Novel Acclaimed in America and Now Bidding Fair to be as Widely Successful in This Country

I HAD heard a great deal about the first book on my list this week before I read it, and that is not always a fortunate approach, but THE WHITE TOWER (Collins. 10s. 6d.) is one of those rare novels which, having been acclaimed with some reason as best-sellers in the United States, survive the Atlantic crossing and bid fair to become as widely successful in this country as is compatible with the paper shortage. This book of Mr. James Ramsey Ullman's is basically a story of mountain-climbing, and the people to whom mountains and their conquest mean more than wars or separations or love itself.

In the little Swiss village of "Kandermatt" during the last year of the war, an American flier bales out of his wrecked bomber and comes safely to earth to wake up in the familiar inn which had been the base for so many of the climbing exploits of his boyhood. There he meets the equally familiar figures of the old Swiss guide, Andreas, and Carla, the Austrian girl with whom he had climbed and laughed many years before the war. The innkeeper and his wife are the same as of old, and as well-disposed towards an Allied soldier as they were towards a student guest.

The old Englishman, Radcliffe, living in his chalet and pursuing his geological researches throughout the years of war, is the same, and the only newcomers are a French intellectual, who divides his time between a beautiful Swedish wife and a good supply of Courvoisier, and a young German officer on leave. Except for the lovely, indolent and rather sinister Swedish woman, all these people are mountaineers, either by profession, by instinct or by ambition, and towering above the valley and the inn is the remote, yet challenging, shape of the greatest mountain in the range, the White Tower.

For all of them the mountain represents something different, something either concrete or mystical, but in every case something that must be climbed and conquered because, as the great Mallory is supposed to have said, "Because it is there." In the end, and under the impetus and enthusiasm of the young American and the driving ambitious force of the young German, six of them set out to climb the mountain. They attack it, each in a way that reveals character, that is a key to an individual past and a foretaste of an individual future. If this sounds a little high-flown, it is because the book is written in that mood and because it is conveyed so well that it is catching.

There is nothing banal about this novel, and even if there were no story beyond the tale of the climbing itself, it would still rank as one of this season's most remarkable books.

We remember Mr. Evan John as the author of some phenomenally successful historical novels, as well as of a moving account of a Commando raid, under the title of *Lofoten Letter*. It appears that after that brief excursion to Norway, the author saw service in the Middle East, and he calls TIME IN THE EAST (Heinemann. 15s.) "an entertainment."

It is a discursive book, full of tantalising glimpses of autobiography, as, for instance, that "I was born and brought up in great comfort, the pre-1914 comfort that was the equivalent of to-day's luxury"; that he has been a signwriter and a theatrical call-boy; that his photograph has never been in *The Tatler*, nor his foot in Buckingham Palace; that he has never seen a ghost and has lived on 35s. a week. He intersperses his pages with some illustrations in colour, which he describes as "somewhat inexperienced work," but he expresses the hope that they will provide "some of the entertainment not discernible in the text."

To Palestine, Syria, Egypt, Cyprus and other places, Mr. Evan John takes a penetrating observation, garnished by a mind well stocked with the historical background of such places. To their religious history he applies a forthright Anglicism; to their populations a lusty Anglo-Saxon attitude; to his job and to his comrades in arms a detached querulousness, and to scenery and inanimate objects a classical literary approach.

PENELOPE WAITS (Chapman and Hall. 8s. 6d.) is a story of contemporary New Zealand; the fortunes and failures of an Englishman who emigrates there in 1933 with a capital of less than £1,000, and eventually falls in love with a girl whom he believes to be half-English, half-Maori. His prospecting and his farm are neither of them successful, and when he enlists at the outbreak of war and goes away, he leaves her with no hope that they can ever be married.

Being an enterprising girl, however, and wholly English (which seemed a pity to me, since the blend might have been an interesting one), she not only remains faithful to her pessimistic love, but, on his return from the war, hands him over his derelict farm, now a prosperous section of a co-operative farming enterprise. I cannot give Miss Rosemary Rees full marks for style, but she is a vigorous taleteller and the setting of her story carries its own unusual charm.

Mrs. Gertrude Davies Lintz is one of those courageous and strong-minded ladies whose pets have ranged from St. Bernard dogs to the larger anthropoid apes. It was in fact about her, that a startled man observed: "When a woman bites a gorilla, that's news!" ANIMALS ARE MY HOBBY (Museum Press. 15s.) is the apt title of a book of reminiscences, which deals fleetingly with human beings and exhaustively with gorillas and chimpanzees.

Mrs. Lintz writes with affectionate understanding about her creatures, even to Gargantua the Great, of whom she says that "It is quite true that until his present cage was built he tried to kill everybody who came within reach," but who allowed her to handle him, and even pointed out to her a gumboil over one of his teeth. One may quail before the exploits Mrs. Lintz describes with such calm, but one cannot help admiring her courage nor the quality of the devotion, even though to many of us it may seem oddly directed.

Mr. John Mason Brown is a New York dramatic critic turned naval officer, for immediately after Pearl Harbour he volunteered for the U.S.N.R. and saw service in both the Sicilian and Normandy invasions. MANY A WATCHFUL NIGHT (Hamish Hamilton. 12s. 6d.) is a war book, his own reflections and experiences during the waiting period in England before D-Day, and the days in action overseas. He saw many raids on London and knew the English countryside, both in peace and war. His opinions, which, he explains, do not reflect the views of the Navy Department, are based as much on erudition as on good fellowship, and I particularly enjoyed his admission that "although I was in good company during most of the raids, I never developed any fondness for the raids themselves . . . I never knew of a bomb that fell mildly. . . ."

The illustrations are from official U.S.N. photographs and paintings, and are quite admirable.

London in wartime spells black-outs, bombs, rationing, queues, austerity, as well as death and destruction. Yet Mr. H. S. Hoff's THREE MARRIAGES (Heinemann. 8s. 6d.) serves to remind us that life goes on, and that the human spirit is not necessarily quelled and cowed by such things.

Although all the action takes place in London in wartime, the story contrives to be full of light and laughter. Not that the author or his characters are insensitive to the realities, but rather do they pursue their affairs in an atmosphere in which a sense of comedy is predominant. It is all very light-hearted, witty and accomplished.

HOUSES—PERMANENCE AND PREFABRICATION (Pleiades Books. 6s.), is a timely little book ver fully illustrated with photographs of American, Swedish and Japanese houses, as well as with classic examples of the Georgian and Regency period in English architecture. The authors, two young architects writing as "Hugh Anthony," have an evident and almost passionate feeling for their subject, that makes the book a lively one and just as controversial as a good discussion of a topical subject should be.

THE EPIC OF THE RED CROSS (Jarrolds. 12s. 6d.) is a biography of Jean-Henri Dunant, the founder of the Red Cross, and, as such, a great humanitarian. Dunant was born in Geneva, and it was in Geneva that in 1864 the Convention was signed laying down treatment of the sick and wounded, and adopted by sixteen countries. His life was not a happy one, and he was for forty years the victim of a campaign of calumny and persecution at the hands of the jealous.

M. Fernand Gigon has written a detailed biography, which is also naturally a history of the beginning of the Red Cross Organisation.

LEARNING TO STENOTYPE: Students mastering the art of recording the human voice phonetically. They use what is known as a palantype machine, and the system is called stenotyping. Anyone can learn the script without difficulty, but much practice is naturally needed to record speeches and conversations at high speed. Unlike shorthand, in which methods vary and it is often difficult to transcribe another person's manuscript, stenotyping need not be read back by the original writer, and a script can be put away for years and still be translated without difficulty. The system, which is gaining widely in favour, was invented by Miss Catherine Palanque, who has spent fifteen years perfecting it. ***On right*—A close-up of a young stenotyper at work with her palantype machine**

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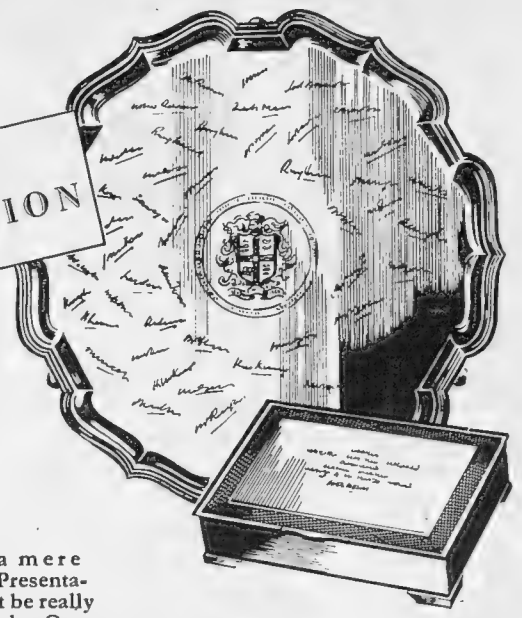

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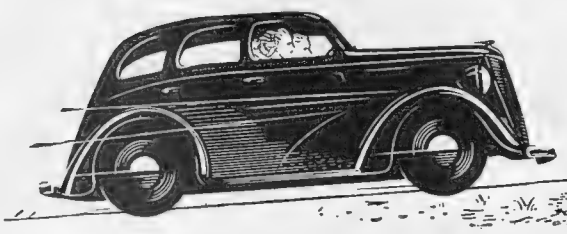

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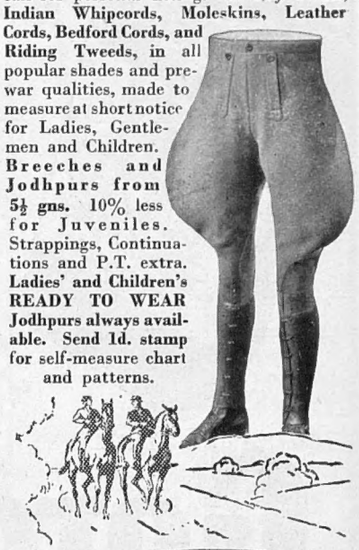

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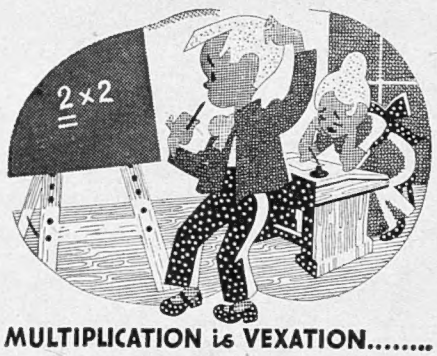

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